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WE LIFT THE LIDS ON THE NEW MERC SL AND A RAG TOP RANGE ROVER – A GREAT IDEA OR SIMPLY A 4X4 TOO FAR? 008

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GIFT HORSES

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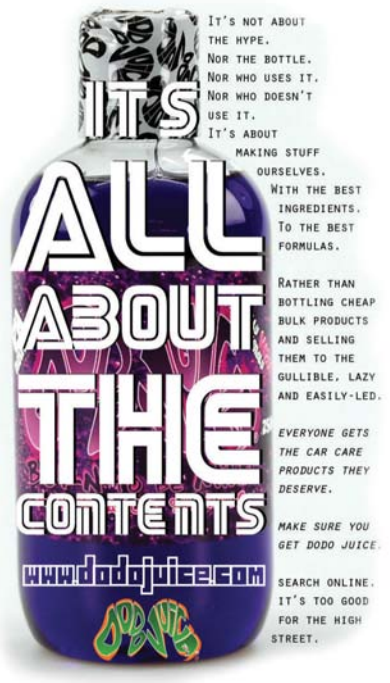
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Guide: £16000 – 18000



1955 Studebaker Champion President Ladies Model
Guide: £15000 - 17000



1949 Humber Super Snipe Mk I Drophead Coupe by Tickford
Guide: £29000 - 32000



1971 Humber Sceptre Mk III
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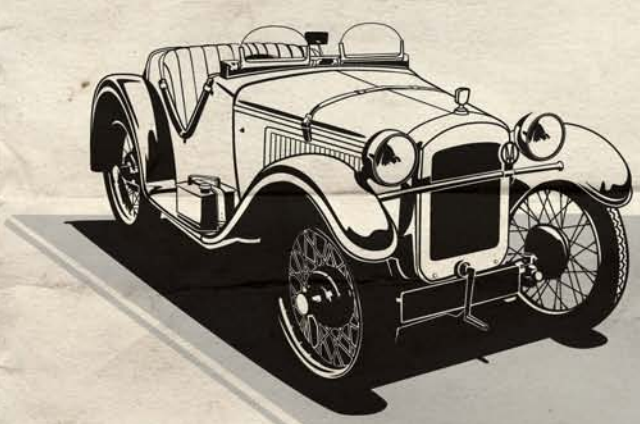
CLASSIC CAR INSURANCE?

THE HARD WAY

- ☐ Ring an insurance company that's not Hagerty. Spend half an hour explaining why your classic isn't just "an old banger".
- ☐ Politely decline home, pet and travel insurance. Patiently explain that you only need agreed value classic car insurance. To get off the phone, promise to get a quote for your home "in the near future".
- ☐ Go out to the garage, pull off your car's cover, snap several photographs. Email photos but hear back that "the photos are too dark" or "we need six and you only sent five".
- ☐ Cough up a £15-50 "certification" fee, on top of your policy premium.
- ☐ Wait on hold half an hour while their staff reviews the information. Lose the connection. Ring back, get transferred to three wrong departments. Get put on hold again.
- ☐ The Agreed Value certification finally arrives. You begin looking forward to repeating the entire tedious, maddening process, fee included, if you want to increase your value again.

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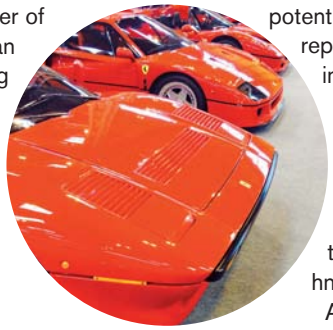
Classic news

Classic Motoring rounds up all the latest news, views and gossip

TOP STORY

CLASSICS GUARANTEE SECURITY

Increasing number using vehicles to obtain loans



HNW Lending says the number of people looking to secure a loan against their classic is growing at an astonishing rate.

This specialist lender, providing individual loans of between £50,000 and £1m to clients against their valuable assets, such as fine arts and property, says it is receiving a growing number of enquiries from classic car owners seeking to use their vehicles as security against a loan, claiming that the period January to September 2015 saw the number of people looking to do so was 46 per cent higher than the same period in 2014.

Ben Shaw, founder and director of HNW Lending says classic cars are one of its preferred valuable assets to lend against. "In relation to other physical assets, they are easier to validate as genuine and their value has been rising dramatically, meaning any potential risk we face here in terms of repayment defaults, is lower than in other areas."

The value of classic cars in general has soared by around 111 per cent over the past five years, and a staggering 469 per cent over the past ten says the lender; www.hnwlending.co.uk.

As a sign of the buoyant classic car market, last year a 1962 Ferrari 250 GTO was sold at auction for £22.8 million setting a new auction world record. The classic market is said to be worth more than £6bn in the UK, employing thousands across the country.

As the classic car market takes pole position for investment potential, the Knight Frank Luxury Investment Index recently noted that classic cars have beaten everything from art, watches, gold and coins over the past one year, five years and 10 years!

NEW JENSENS ON THE BUTTON

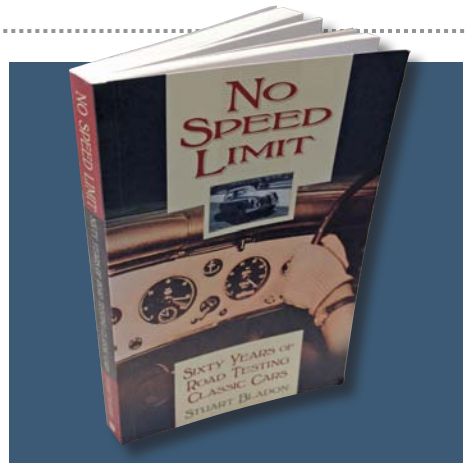
Cropredy Bridge makes its own classic Interceptors

Jensen's Interceptor is set to make a return thanks to Cropredy Bridge Garage who is rolling out its own bespoke Cropredy Interceptors.

The Oxon-based specialist helped develop the JIA models which featured modern mechanicals before deciding to concentrate on more traditional classics and says its fully restored Interceptors will always retain the flavour and character of the original by allowing only modest improvements incorporated during the rebuild, such as better brakes and basic suspension modifications.

Cropredy Interceptors can either start as an owner's existing car suitably restored (a process which typically takes up to eight months) or as a fully rebuilt turn key car out of the company's showroom at prices starting from just under six figures, says sales manager Oliver Smith. Currently. a handful of cars have already been built and Cropredy is set to tackle an FF. (*Interceptor vs DBS elsewhere in this issue*).





TIME FOR A TESTING READ?

If you're looking for something to read over the Festive break, that seems to get longer every year, then may we suggest No Speed Limit, by our very own Stuart Bladon.

Sixty Years of Testing Classic Cars is really a collection of the stories he brilliantly writes for us every month, recounting his days as an road tester on Autocar – and there are some wonderful takes he tells on a wide variety of classics! Priced at just £14.99, it could also be one of your better Christmas presents this year – especially if you leave these pages open! www.historypress.co.uk



YET ANOTHER SHOW STOPPER AT THE NEC

Bigger can mean better as the latest NEC show proved! The 2015 Lancaster Insurance Classic Motor Show moved back to its traditional location (Halls 1 to 5) providing much needed added space for a record crowd of almost 69,000, viewing over 1800 vehicles displayed by an excess of 230 enthusiastic clubs, many who put on brilliant stands.

See our full report next month!

GONE FOR GOOD GARAGES

Lock-ups are fast losing their importance

Where are you storing your classic this winter? Hopefully, in a nice dry, warm garage! But what was once a popular park up is fast becoming a thing of the past. Nearly four million Britons have converted garages into living space during the past 20 years says a recent research from Sainsbury's Car Insurance – and less than a quarter (22 per cent) of car owners usually park in a garage overnight.

The study further reveals that garages are becoming a less common feature of Britain's family homes, with an estimated 3.9 million people having repurposed their garage over the past 20 years to provide extra living space. The most popular choice is to make it into a workshop (26 per cent), followed by an office (20 per cent).



With garages fading fast, Sainsbury's Car Insurance reveals that the majority of motorists park now on their drives (51 per cent) instead followed by the security of a garage; 19 per cent own their garage but just three per cent rent a lock-up.

BRITISH IS BEST SAYS GAYDON

It's all change at the popular Heritage Motor Centre when it reopens this February because apart from fantastic new buildings and collections, comes a new name – The British Motor Museum. The £4m Collection Centre, still based at Gaydon, reopens on Saturday 13th February and will now showcase more vehicles, both from its vast 'reserve collection' and Jaguar Land Rover's diverse line up purchased from private collector James Hull. Best of all, the new displays are all included in the entry price to the museum.

OUR KNIGHT FIGHTS DVLA OVER PROBLEMS WITH NEW PARTS

Sir Gregg asks Transport Minister for clarity

The Chair of the All-Party Parliamentary Historic Vehicle Group, Sir Greg Knight MP recently met the Transport Minister to discuss the movement's concerns about the new attitude and procedures of the DVLA, concerning historic vehicles.

Sir Greg had asked for the meeting to outline his disquiet about the DVLA attitude to those historic vehicles that have been fitted with new parts, following complaints received by a number of MPs around the country. Following the meeting, Transport Minister Andrew Jones MP agreed to look into the matter further and report back to our champion in the Commons in due course.

Sir Greg commented: "Just because a historic vehicle has a number of replacement parts should not mean that it ceases to be historic. There is a distinction to be drawn between a brand new vehicle which is a replica of a historic car and a genuine historic vehicle which has been fitted with some new parts to keep it on the road."





NEWS INBRIEF

FANCY A CLASSIC SEND OFF?

How do you want to go when taking your very last journey? A survey, conducted by the UK's leading funeral vehicle coachbuilder (Wilcox Limousines), has revealed the top ten most unusual funeral vehicle requests after questioning 214 UK funeral directors. The top ten included nn airport fire engine, a Scooby Doo coloured van and a Del Boy-style three-wheeled hearse. Oddest has to be the 'bucket' of a JCB!

BANGERNOMICS



How can increasing new car sales be dragging up the values of bangers? Answer: Nobody really knows or how long it will last but buy now if you need one advises the trade. Since the start of 2013, the number of cars over 10.5 years old being sold at auction has increased by around 50 per cent says dealer advisors Glass's Guide yet values have actually increased quite substantially. The average auction price for a 10.5 year-plus car in January 2013 was £725 but in June last year, it was £875. Anybody fancy a cheap modern classic or 'Youngtimer' as they are also called? Well if you do… how about our project Nissan Almera GTi featured in our Running Reports this month? Call the editor for full details of this one owner car; details on page 170.

MAJOR DEAL FOR MINI SPARES

Leading spare parts supplier Leacy Classics has recently acquired major Mini parts specialists Mini-Its, resulting in Leacy's spares stash swelling to more than 50,000 items, it is claimed.

DATE-EXPIRED DISCS DILEMMA

Even though the tax disc has been abolished (wrongly in our view), did you know that you can still get knicked for displaying an old and now out of date one? Well it's apparently true – and no, we can't understand why either! Or how it could effect displaying period tax discs on tax-free classics…

MERC'S MAIN (DEALER) ATTRACTION

Mercedes-Benz has recently launched a dedicated classic sales programme called All Time Stars and it enables classics to be purchased by the public in much the same way general used vehicles are sold at its main dealers. Based in Stuttgart, the vehicles are grouped according to their price and condition, from concours and restored to running restorations. There are no plans roll out a similar scheme in the UK. Yet.

HORSE SENSE FROM H.R. OWEN

No sooner had leading prestige dealer H.R. Owen announced that it was entering the classic car market, the company has just released details of its new Ferrari workshop, based in London. Any age of car can be accommodated, from a simple service to a full on restoration. FERRARI SPECIAL IN THIS ISSUE (P18)

Modern news



NEW 124 SPIDER COULD OUTSHINE MAZDA MX-5

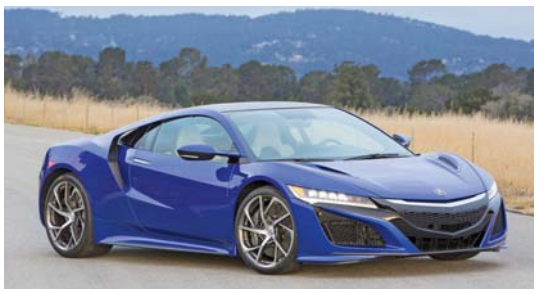
When is an MX-5 not an MX-5? Answer – when it's the new Fiat 124 Spider! That's right, the Italian car maker is using the latest Mazda to relaunch a famous sports car name, but the new 124 Spider is more than just a mere re-badge.

For starters, it looks more aggressive than the MX-5 and the reformed panels make it slightly longer, but the interior remains standard Mazda. What may also make the Fiat the more tempting buy is that it uses its own engine, an excellent 140bhp 1.4 Turbo taken from the hot 500 Abarth. What's more, with Mazda refusing to offer a more hardcore MX-5 it may well be left to Fiat to provide sports car performance to match those looks with tuned Abarth engines; in the US, where the car is expected to be as popular as the old 124 Spider, a 160bhp engine is optional.

The exciting new 124 Spider is expected to hit our showrooms early summer and prices are anticipated to fall between the 1.5 and 2-litre MX-5 ranges – say £20,000? The new 124 Spider future classic for sure, we'll be running buying guide on one come 2036 no doubt and as it's being made by Mazda it should last the course. And doesn't it look fantastic – even better than the MX-5 we reckon!







IS THE SPIRIT OF SENNA STILL ALIVE IN THE NEW NSX?

This is the new Honda NSX and it looks just as radical as the original, launched a quarter of a century ago. Officially, it's the second generation NSX although Honda abandoned the original V10 design in favour of a smaller V6 but with hybrid power boasting three electric motors where a total power of 577bhp is claimed. And because the electric motors distribute power, it gives the NSX a pseudo 4x4 effect. The original NSX was partly developed by the late great Ayrton Senna during his McLaren Honda days, not so this one – not even Fernando Alonso – so we wonder whether the car will ever hold the same appeal.

Logic and lifestyle from Land Rover

An new type of Range Rover – or a 4x4 too far, that's the question the new Evoque convertible poses? The SUV market is a class apart and apart from 'working' models we've seen sports SUVs and even coupé-styled ones – so in many ways, a roofless go anywhere alternative was a natural next step – didn't Audi hint at such an idea many years ago?

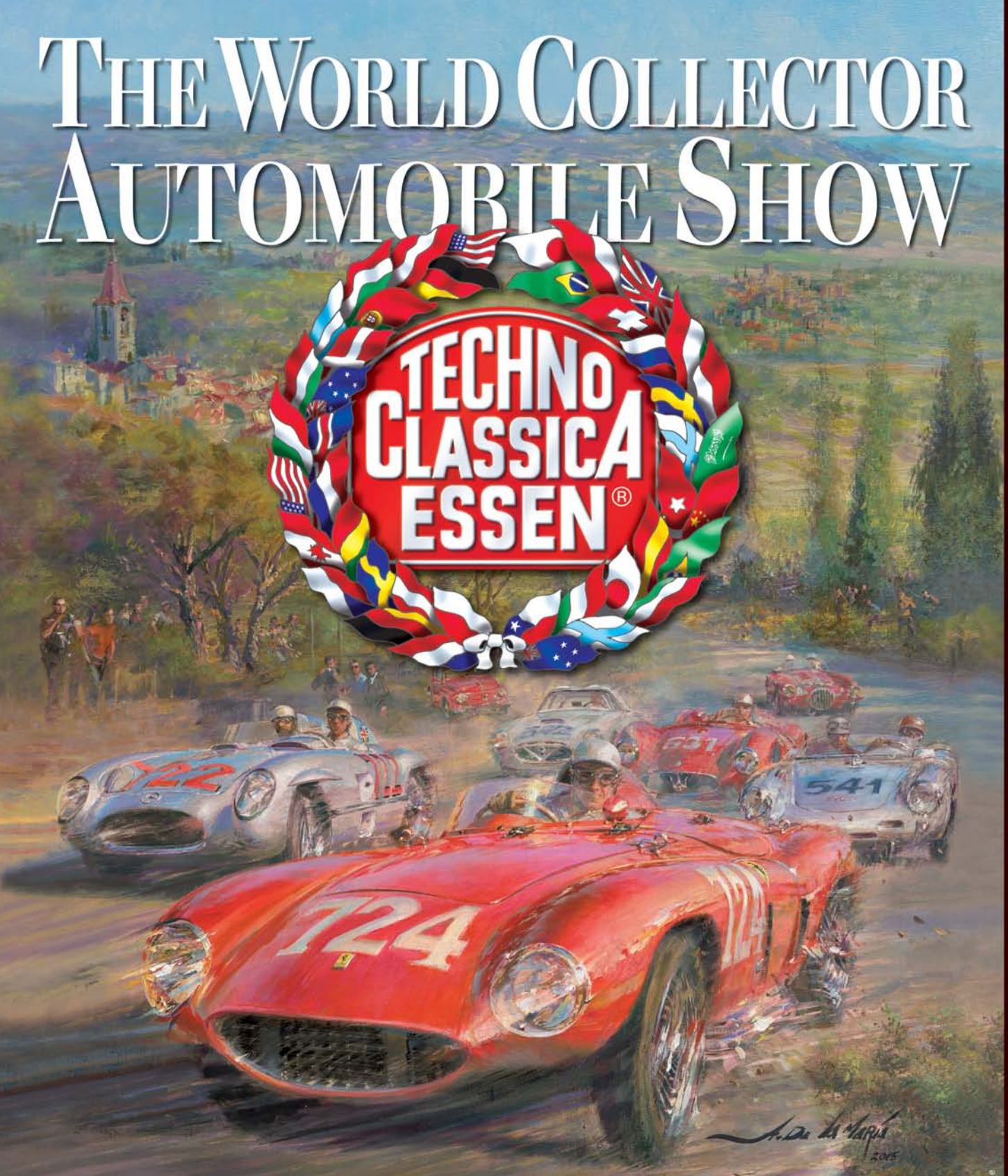
The fabric roof does its job in under 20 seconds and (we think anyway) with the hood raised looks better than the normal hatchback although the loss of practicality (and a fifth seat) is a high price to pay. And at a premium of more than £5000 over a regular Evoque that means prices start from almost £48,000.

The introduction of the Evoque Convertible runs parallel with the launch of three special edition Defenders to see out this genuine classic in style; Autobiography, Adventure and finally Heritage where this model (of which 400 are planned) comes in the same Grassmere green shade that pre-production Landies wore seven decades ago. It's also the cheapest of the trio at £27,800 but save your money because all three specials are already sold out. Nailed on future classics.





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Essen, 6*-10 April 2016

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* Wednesday, 6th April, 2 p.m. to 8 p.m.: Happy View Day / Preview

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SIHA Ausstellungen Promotion GmbH Veranstalter / Organiser

Artist: Alfredo De la Maria, www.ckkunst.de

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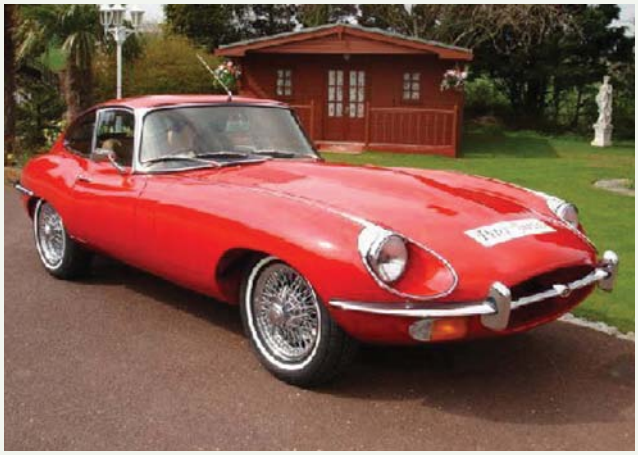




Jaguar sports, modelled on the 1936 SS 100 built by the famous Birchfied coach builders although we believe only 18 were ever built making them very rare. This car is just amazing as it drives superb, powered by the 3.8 Jaguar engine and coupled by the Jaguar manual overdrive gearbox, power steering. P 100 headlamps, with chrome stone guards, sparkling chrome wire wheels, chrome rear luggage rack, All weather equipment. Recent mohair soft top and leather hide hood bag,Twin spots, V12 ventilated brakes, stainless side exhaust, walnut veneer dash and door capping's, seat belts. Finished in Red with Black hide interior with red piping, CD Stereo system. One owner between 1967 to 1992, rapidly increasing in value, fine investment, a chance to own and enjoy this very rare sports car at a very reasonable price at today's market. **£49,750**



Aston Martin 2002 DB7 Left hand drive Volante Vantage, Finished in Solway Silver with Cherry Red hide interior, and matching power top, Walnut veneers, overugs, touchtronic, power steering, power windows, sat nav, stereo, CD, air con, Special Aston Larini exhaust system, only 10,000 miles from new with full Aston history, this car is just remarkable, never seen rain **£49,750**



Jaguar E Type 4.2 1970 Fixed Head Coupe. Finished in gleaming Signal Red with Tan hide interior. Headrests, sparkling chrome wire wheels with new white band tyres, spare wheel unused, stereo system. Well known car in the Jaguar world, this E Type is in impeccable condition, totally rebuilt every nut and bolt by a well known club member, only covered 2,000 miles since restoration. Lots of bills, hand book and original leather wallet. In our opinion it would be almost impossible to find better. Just breathtaking. **£87,500**





Rolls Royce Phantom II Sedanca de Ville 1934, coach built by the famous Windovers, this limousine is finished in Masons Black over Yellow, with brown hide to the chauffeurs compartment, and West of England cloth to rear. Occasional seats to rear with glass division, superb highly polished veneers, vanity mirrors, sheepskin over rugs front and rear, touring trunk to rear, twin side mounts, opera lights, Strilux marshal 12 inch headlamps, opening windscreen. After 50 years dealing in Rolls Royce cars we are very proud to offer this handsome elegant, sleek looking Phantom 11. This car is just breath taking, it is the most beautiful looking Rolls we have ever seen and boasts many Concours wins in its time. Winning the Rolls Royce Owners Club Concours touring P2 trophy. Also the Dudley trophy in1994. Many other awards in the U.S. Returning to the UK in 1997 she continued her winning ways claiming the RR enthusiast club rally concourse in 2002. With an invite to the Queens Jubilee tribute at Windsor castle. I have a suitcase full of trophy's, plaques, rosettes, events, tours,as well as history,original build sheets,also many magazines and videos featuring this magnificent P 2, starts immediately, and drives as it should like new and totally silent. Must be the finest piece of art usable in the world excellent investment. **£275,500**

CM01.16/A42/a

CHERISHED NUMBER FOR SALE - **777 BUT - £2,750**

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Corvette Stingray coupe 1965. Finished in Nassau blue with complimented Blue and White interior and Blue dash and carpets. Knock off wheels, and radial tyres, independent rear suspension, disc brakes all round, AM/FM stereo system, 4 speed Muncie transmission, powered by a period and correct casting engine 327ci/ 350HP,L79 V8. A super looking and breath taking Corvette.....**£118,750**





Mercedes 230SL Sports Pagoda,1966. Finished in the most striking original colour of brilliant Brunswick Green with complimented as new deep red carpets and seats, rear seat, new matching soft top, and hard top. Radio and cassette, very rare four speed transmission,only used on high days and holidays hence only 42,000 miles from new and only two owners. Garaged from new, lots of history and handbook complete with all tools, thousands spent over the years to keep this car in superb condition,personal registration number to go with car. Just stunning **£87,750**



Jaguar E Type V12 roadster 1973. Finished in the period Primrose Yellow, as new black hide interior, black hood cover, and black hood, headrests, CD stereo system, automatic, power steering. New chrome wire wheels and whiteband tyres, spare wheel never used. Complete with all tools, only 58,000 miles from new, original factory handbook, recent invoices to bring this car to mint condition. This E-Type drives superb and is just stunning. **£125,750**. More pictures on our website.



Corvette 1958 Roadster. Finished in Signet Red (orange) with White side coves, matching interior, white soft top, 4 speed manual, dual quad 283/270 H.P. This very rare 58 Corvette is probably the finest in the world, having covered only 10 miles since full professional restoration every nut and bolt, it boasts every original part with matching numbers even down to the wipers. If you could purchase a new one today this car would be better. Please go to our website for full information you will be amazed, this car is just breath taking .**£145,750**



Ferrari 2005 F1 430 Spider. only 1,800 miles, only 1 owner this car is as new, finished in Rosso Red with daytona seats in crema with Red striping and stiching, power seats, roll bar in crema, 19" alloy wheels, with red brake callipers, instrument panel in giallo, scuderia ferrari shields, battery charger, tyre pressure measurment, bluetooth telephone preparation, CD player with stereo system and security system with navtrak adr. VIP photographs and all MOTs available with the history file. Just breathtaking. **£145,500**







Jaguar E-Type 1965 4.2 FHC Finished in British Racing Green with Beige hide interior, Sun roof, Radio, Upgrades, Engine by Forward Engineering, Coopercraft brakes, this unmolested car has only 15,000 miles from new and looks only two years old. A chance in a lifetime to own a very rare E-type, Which has mellowed to an amazing condition. This car is just remarkable. **£165,500**



Rolls Royce Phantom VI State limousine, 1972, fantastic colour scheme, Garnet over Antelope, matching hide interior to front & West of England cloth to rear, glass divider, TV & video, cocktail bar with crystal glassware, intercom, 12 stack CD system, lambswool overrugs, air conditioning, occasional seats, 2 owners, and only 18k miles from new. **£250,500**







Mercedes SL 400. Brand new 65 plate. Diamond White with Black trim. Every extra. **£69,750**



Rolls Royce Silver Dawn 1955 Finished in the period colour of sand over sable with beige hide interior. Picnic tables to rear, with beige carpets, radio, original sliding sun roof works perfect, original tool kit complete, original pull up blind to rear works perfectly. One of the last of this handsome model, only two previous owners, fabulous history, original handbook. Fantastic to drive you can hardly hear this car running and could be driven anywhere in the world, it runs very silent and smooth with no rattles or noises. We have been in the RR business for fifty years and never seen a more genuine example of this car, a chance in a lifetime to acquire a very rare Rolls Royce and excellent investment that can be used every day **£86,750**

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Rolls Royce Left Hand drive Corniche Convertible series II 1985 model. Finished in Ivory with matching Tan hide interior, matching power convertible top, lambs wool overugs, stereo system, air conditioning, one owner, only 38,000 miles from new, history, always garaged, fine example.....**£49,750**



Mercedes 280SL Sports Pagoda 1968. Finished in brilliant Arctic White with superb contrasting interior, hard and soft tops, automatic, power steering, CD stereo system. This car is one of the finest we have ever seen having had thousands spent through its life keeping it to the highest standard as it is today, only used on summer days, only 58,000 miles from new, supplied with original handbook, various invoices, and most old Mot's, original tool kit, it would be very difficult to find another one that comes close to the condition of this one, it's simply amazing.....**£135,750**



Rolls Royce Ghost 2011 Black with brushed Silver alloy bonnet driver assistance, two panorama sun roofs, adaptive headlights, comfort entry, camera system rear theatre, picnic tables, RR monograms, 20 inch alloy wheels, Sea Shell leather piped in Black. Piano Black veneer, television tuner, chrome visible exhausts, Black interior carpets. Head up display. Only 6000 miles one owner FSH **£135,750**



Mercedes 1988 560SL Sports left hand drive, finished in smoke silver, with brazil hide interior, headrests, hard and soft tops, centre armrest, overmats, first aid kit, light up vanity mirrors, CD stereo system, air bag, air cond, power mirror, cruise control, ABS, power windows, SRS, outside tempriture gauge, tinted glass, auto, power, expensive mercedes wheels, only 38,000 miles, service history, drives like new, just magnificent **£39,750**



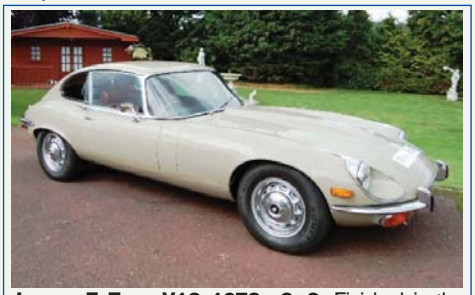
Bentley 1956 Series 1 Coach built by Hooper (Empress Line Model) finished in gleaming two tone Green, with fine coach lines, with superb matching Green hide interior, with lambswool overugs, glass like finish veneers, picnic tables to front and rear, new tyres, only one former keeper, this very rare coachbuilt Bentley is ideal for showing with every possibility of winning, possibly the finest in the world, only a few built a fine investment at only **£65,750**



Mercedes 560SL Sports 1986 Left hand drive, Finished in Astral Silver with Maroon hide interior, hard and soft tops, rear seats, headrests, power mirrors, light up vanity mirrors, stereo system, outside temperature gauge, cruise control,superb walnut veneers, air bags, SRS, power windows, alloys, tinted glass, center arm rests, only two owners, non smokers car, 39,000 miles, service history, probably the finest Mercedes sports ever made, especially for reliability, drives like new, always garaged.....**£39,750**



Rolls Royce 1965 Silver Cloud III Left Hand Drive, finished in the traditional colours of Sand over Sable with Beige hide interior, picnic tables to rear, lambswool overugs, tinted glass, air conditioning, stereo system, power windows, vanity mirrors to rear, new slim band whiteside tyres, complete with all tools, one of the last of this classic model built, this superb example drives very smooth and comes with Rolls Royce history book and all records when built, plus lots of bills throughout its life, two previous distinguished owners, garaged and dry stored from new, a chance in a life time to purchase this superb car. A fine investment which is accelerating in value **£69,750**



Jaguar E Type V12 1972 2+2. Finished in the most beautiful rare colour of Ascot Fawn with cherry red hide interior. Headrests, overmats, stereo system, power steering, manual transmission, original factory wheels, tinted glass, air conditioning, magnificent history, original handbook, heritage certificate, low miles, two owners. This car is in fantastic condition and drives superb, garaged from new.....**£67,750**



Jaguar S Type 3.4 1968 finished in the smartest colour combination of gleaming Midnight Blue with as new parchment hide interior, overmats, stereo, sundym glass, manual transmission with overdrive, power steering, new sparkling chrome wire wheels and tyres, spare unused, complete with all tools, only 500 miles since total renovation, 3 owners from new, last owner 22 years, original handbook, many old mot's, lots of bills and history, entered in many shows, concours winner, well known car garaged from new, there cannot be better, just magnificent and a fine investment.....**£36,750**



Mercedes Sports 560SL 1989. Left hand drive. Finished in Nautic Blue with mushroom hide interior. Headrests, hard top and dark blue soft top, overmats, centre arm rest, light up vanity mirrors, power windows, cruise control, original stereo system, air bag, air conditioning, outside temperature gauge, alloys, tinted glass, first aid kit, complete with all tools. Automatic and power steering, history, 42,000 miles. Garaged from new.....**£39,750**



Jaguar E Type 4.2 Series 11 Roadster 1970 Finished in Primrose Yellow with Black hide interior, headrests, stereo system, manual transmission, sparkling chrome wire wheels, zero miles since nut and bolt restoration, lots of bills, magnificent throughout **£135,750**

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Jaguar E Type 3.8 series 1 1963 LHD roadster. Finished in gleaming Carmen Red with as new black hide interior with the bright aluminum dash and centre consul. CD stereo system, Brand new sparkling chrome wire wheels and tyres, spare wheel unused, complete with all tools and hood cover, the whole car looks new. This breath taking icon has been totally restored from front to back by a very well known man in the Jaguar world and has only covered a few hundred miles since. Comes complete with handbook also the amazing history file of the restoration. A chance to own probably the finest of E Types and a superb investment **£157,500**









London Taxi TX1 1998 finished in gleaming black with contrasting interior, occasional seats, glass divider, CD system, walnut veneer dashboard, automatic, power steering, wheel chair access, always garaged. Excellent value.Drives superb, choice of 10. .....**From £2,850**



Jaguar E Type 1970 Left hand drive 2+2. Finished in opalescent Silver Blue with superb matching hide interior. Overmats, headrests, original stereo, manual transmission, power steering, air conditioning, chrome wire wheels, 42,000 miles from new, two owners, invoices, original handbook, service book. Excellent example **£59,750**



London Taxi TX1 Diesel 1998. Finished in Nightfire Red (Maroon) with superb interior, Glass divider, rear fold down seats, Stereo, air conditioning, wheelchair access, automatic, power steering, drives superb **£3,950**



Mercedes Sports 560SL 1988 left drive,finished in gleaming signal red with tan hide interior, headrests, hard & tan soft tops, overmats,light up vanity mirrors, power windows, tinted glass, power mirrors, centre armrest, central locking, air conditioning, cruise control, stereo system, ABS, alloys, SRS, first aid kit, outside temperature gauge, air bags, expensive Mercedes car cover, auto, power steering, only 19,000 miles from new, service history, one owner, This flagship of the Mercedes SL could easily be mistaken for new, A stunning classic, drives like new **£49,750**







Jaguar E type 1975 Roadster V12 Finished in the rare factory colour of unmarked Heather with as new Beige hide interior. Headrests, stereo, CD, manual transmission, power steering, as new chrome wire wheels, white band tyres, spare wheel unused, complete with all tools, low miles, excellent history file, complete with many old MoT's, Heritage certificate, pampered from new. Garaged from new, totally stunning and in mint condition. The very last to be registered and the last E-type ever sold in the UK. A joy to drive while growing in value **£135,500**



Jaguar E Type V12 Roadster 1974/5. Finished in gleaming Old English White with Cherry Red hide interior, headrests, sparkling chrome wire wheels, radio/stereo, power assisted steering, automatic. Only 22,000 miles from new, virtually a one owner car, a magnificent find. Original British Leyland service book stamped with all services, original handbook. A real original example and very, very difficult to repeat. Fast appreciating asset. Garaged from new, only **£39,750**



Mercedes Sports 300SL. 1987 finished in this breathtaking colour of smoke Silver with full cream hide interior. Headrests, hard and soft tops, automatic, power steering, tinted glass all round,. Walnut veneer dash, power windows, factory air conditioning, fire extinguisher, imobilizer and alarm, stereo system, cruise control, alloys, abs, over mats, complete with all tools. This SL is just stunning in every way and very original having only covered 45,000 miles from new, every mot and full Mercedes service history from new with the original service book, complete with service invoices. We have never seen a better original example, garaged from new, a chance to own a very fast appreciating asset and the finest there is. **£39,750**



Mercedes Sports 280SL Pagoda. 1968/9. Finished in unmarked gleaming Silver with as new soft black hide interior. Hard and soft tops, automatic, power steering, stereo system, special Mercedes overmats. Only 73,000 miles. £1000s spent over the years to keep this garaged kept sports car in the magnificent condition it is in today. A folder full of invoices and old MOTs supplied with original handbook, complete with all tools. A breathtaking example. More pictures available on our website.....**£129,500**

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Many more E-types in stock in various price ranges. Call for details

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Jaguar E Type 1970 Fixed Head Coupe. Finished in brilliant gleaming Signal Red with soft black hide interior. Headrests, stereo system, overmats, sparkling chrome wire wheels, whiteband tyres. Only two owners with 22,000 miles, extensively restored to the highest of standards, invoices, handbook, tools. Representing one of the finest E Types we have seen, carefully maintained and garaged. Absolutely stunning.....**£87,750**



Jaguar E Type 1969 2+2 left hand drive. Finished in the original mirror finish of gleaming unmarked Masons Black with light beige hide interior, headrests, reclining seats, sparkling chrome wire wheels, manual transmission, power steering. Jaguar fitted triple Webber dco 40 carburetors, with six branch manifold. lots of history, handbook, only 500 miles since the best restoration we have ever seen, complete with all tools. Recent concourse winner, and winner of many shows, trophies to go with car. This is a very rare and special E Type, the original colour scheme is breath taking, also comes with everything itemized. Invoices from the previous owner. This is the best 2+2 we have ever seen, more detailed pictures on our website.....**£125,750**



Jaguar E Type V12 Roadster 1973. Finished in the period Primrose Yellow, as new Black hide interior, Black hood cover, and Black hood. Headrests, CD stereo system, automatic, power steering, new chrome wire wheels and whiteband tyres, spare wheel never used. Complete with all tools, only 58,000 miles from new, original factory handbook, recent invoices to bring this car to mint condition. This E Type drives superb and is just stunning.....**£125,750**



Rolls Royce 20/25 1934 coachbuilt by park ward finished in Masons Black over Maroon, rear touring trunk with all tools and compartments, side mounted spare wheel,opening windscreen, Lucas king of the road headlamps with superb hide interior and picnic tables to rear as new carpets and head lining, the veneers are highly polished. The underside of the car and floor are excellent with all new spring leather gaiter. Excellent history file containing original bill of sale invoices for work carried out over the years many letters from previous owners dating back many years lots of photographic evidence for work carried out. Last owned by Rolls member and show judge for many years. This very elegant car runs and drives silent as one would expect of this superb example.....**£57,750**



Mercedes 230SL Sports 1966 Finished in Porcelain White, as new Black hide, Auto, power steering, CD stereo system, hard and soft tops, original service books, original handbook, entered many events in the UK and Europe, many old Mot's, stainless steel exhaust system, recent overhaul, extraordinary folder full of service history, drives superb, complete with all tools, over £10,000 spent in the last few years making this car probably one of the finest to be found.....**£89,750**



Mercedes 300SL Sports 1987 Finished in unblemished Champagne Gold, with luxurious brown hide interior, headrests, rear seats, Blaupunkt stereo system, ABS brakes, alloys, hard & Soft tops. Auto, power steering, tinted glass, Personal registration number, full service history from new, even the wallet that holds the history is like new with all the original paperwork with the car, plus many invoices and almost every old MOT. Garaged all its life, recent service. This car is totally stunning and drives superb. **£22,750**



Mercedes 560 SL Sports. Left hand drive. 1988. In the most delightful unmarked colour, Impala metallic. Colour coded bumpers. Contrasting interior headrests, over mats. Hard and soft tops, Auto. First aid kit, cruise control, ABS, Power windows, Light up vanity mirrors, Air conditioning, air bags, tinted glass, centre armrest, outside temperature gauge, stereo and CD system. SRS, alloys. Complete with all tools. 43,000 miles, two owners, garaged from new. Service history. Fast appreciating asset, Probably the finest SL ever made. Superb to drive and absolutely stunning **£38,500**



Jaguar E type V12 Roadster 1973/4 Finished in Gleaming Old English White with as new black hide interior, headrests, original radio/cassette, manual transmission, power steering, as new sparkling chrome wire wheels, spare wheel unused, only 36,000 miles from new, virtually one owner from new, good history, original paper work and handbook, very rare to find a car in this unique condition, never seen rain.....**£145,750**



Mercedes 560SL Sports 1987 Left hand drive. Finished in gleaming Signal Red with Beige hide interior. Headrests, hard and soft tops. This flag ship of the Mercedes SLs has power windows, tinted glass, stereo system, light up vanity mirrors, cruise control, air conditioning, power mirror, ABS, air bags, alloys, overmats. Only 27,000 miles from new with service history, only one owner, garaged and pampered from new.....**£46,750**



Bentley Azure 1997. Left hand drive. Finished in Silver Pearl with black hide interior. Usual Azure extras and power convertible top. Lambswool overrugs, expensive stereo system, TV screens in headrests, chrome wheels, Sundymn glass, adjustable front headrests, anti theft device, burr walnut, airbags, many more extras. 55,000 miles, service history. Always garaged.....**£55,750**



Corvette Stingray coupe 1967. Finished in gleaming Silver Pearl with soft Back hide interior. AM/FM stereo, factory air conditioning, power brakes, power steering, power glide auto transmission, 350V8 engine with 350 HP. Only 2 owners 32,000 miles, last owner 40 years. These stunning looking cars are becoming very rare and valuable. Totally superb.....**£119,500**



Jaguar E-Type 1970 Roadster finished in totally unmarked Gleaming Primrose Yellow with Black hide interior, headrests, tinted glass, stereo system, sparkling chrome wire wheels, whiteband tyres, spare and tools unused, only two owners from new, lots of bills and history, original hand book, and old MoT's, lots of valuation certificates, never seen rain, partial restoration by ourselves to bring this car to the highest of standards, this car must be seen for its condition, the ultimate in E-types.....**£125,500**

CM12.15/A52/paa

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1952 BENTLEY R TYPE COUPE BY PARKWARD, all aluminium coach built, Chassis B54RT, Engine B27R, 1 of only 6 built to design No.147, 4.5 Ltr, Manual gearbox, some nice extras, electric power steering and A/C, Original registration, dark blue leather,substantial history file. **£85,000.**



1966 E TYPE SERIES 1 4.2 FHC Opalescent Dark Blue, Light tan leather being fully restored by my company to concours condition. **£POA**



1997 BENTLEY TURBO R LONG WHEEL BASE SPORTS SALOON Ebony Black with Parchment connolly hide piped in black, genuine 49,000 miles from new, the last of the line Turbo R's in mint condition **£14,995.** Number plate not included in sale !



1961 BENTLEY S2 SALOON, Shell Grey over Steel Blue metallic with Red St James leather, Sundym electric windows, Factory A/C, Last owner 23 years, very nice patina and drives great. **Reduced £37,995**



2007 FERRARI F430 F1 COUPE LHD, One owner from new, 2924 Miles only Rosso Corsa with black and red Daytona Electric seats, full Carbon Pac, As new condition, reduced to **£89,995**



1956 BENTLEY S1 CONTINENTAL PARK WARD is only one of thirty A Series factory cars built, resplendent in Caribbean Blue metallic with new Red St James leather interior, 4.9 Ltr six cylinder engine with a four speed automatic gearbox is a "Numbers Matching" car with a large history file is in Stunning Condition **£350,000**



1964 BENTLEY S3 CONTINENTAL FLYING SPUR Royal Blue metallic with Red St James Hide, Older restoration by Peter Fischer every thing fully rebuilt and still in superb condition, history from day one. **SOLD**



AC COBRA/SHELBY 350GT ENGINE WITH A PAXTON SUPERCHARGER Very little used, 302 Ci with full alloy heads, Roller Rockers, Cobra inlet manifold, Cobra valve covers, Cobra deep alloy sump, HT leads and DISI. Blower belt and all pulleys and air cleaner housing, fuel pump, Ready to put into your Cobra or Shelby Fastback, over 450 BHP and very rare indeed, **£12,500 + VAT.**



1992 PORSCHE 911 964 CARRERA 4 MANUAL Special Factory order colour of Veilechen Blau metallic, the car has had spent over £30,000 on upgrades to RS specification and is now in stunning condition, Certificate of Authenticity and a huge History file. **£44,995**

CM01.15/A4/d

FANCY A Ferrari? 10 SUPER BUYS FOR 2016!

There's a Ferrari to suit all tastes and budgets – from firm favourites to dark horses





Owning a Ferrari is a dream many of us secretly harbour yet it needn't remain as one because with careful buying and maintaining budgets, you can make it a reality and without breaking the bank.

No one should run away with the idea that you can run a Ferrari on a Ford budget, but on the other hand it needn't cost a king's ransom either. If you have run a prestigious classic (or modern) before then you can contain the costs to similar levels by preventative maintenance and using a good specialist.

Everybody has a favourite Ferrari and to cover them all would fill most of this magazine! There are some Prancing Horses that are considered more as old nags than thoroughbreds – but at the end of the day they are still Ferraris and you can say that you've lived the dream…

There's virtually a Ferrari to suit most pockets. At the 'bottom end' (if you can use such a term for a Ferrari) there's the Mondial and 412 which are both 2+2s that can be had for less than £20,000 although best cars are now worth double this.

Despite what you may have read and heard, these are good 'first Ferraris' that will get you on the first rung of the ladder that's easy to either step off and say "thanks for the memory" or move up to, say, a Dino 308 GT4 which is another overlooked 2+2 but relies on a DNA taken from the iconic 246GT, albeit now with a stretched platform and a V8 engine; some actually regard it as the better car!

Moving on, the 328/348 is the next logical step. This model saw Ferrari get back to what it does best, a pure two-seater even if it is loosely GT4-derived. Prices really start to soar now and you won't get much change from £35-45k+ for a respectable car worth owning. The earlier 308 is even more sought after especially the rarer original fibreglass models where £80-90k is needed to see a car change hands.

As with other prestigious marques, there's a 'cross-over' between established classics and more modern up and coming collectables which can be had for a similar outlay. It rather depends on what Ferrari fetish you have but there's a lot to be said for newer notables such as the 360, 355, 456 and the 550M, all of which can be had without breaking the bank. It's a good idea to speak to a Ferrari specialist who will steer you in the right direction.

HORSE SENSE

It's one thing buying a Ferrari for TR6 money, it's another keeping it in the style it should be accustomed to. It's here that a good specialist will be able to help, starting with offering to inspect any potential purchase that's caught your eye – prices cost between £200-£350 – and could save you thousands in the long run. Vetting a supercar is a lot harder and more involved than tyre-kicking an MGB and, depending upon your experience, you are more likely to come a cropper.

Some form of service history is essential, both as a valid service book and a ton of invoices and proof of repairs, preferably by somebody who knows Ferraris. Servicing doesn't come cheap but it need not prove exorbitant either. For example, a 45,000 miles pit stop on a modern 550 Maranello (including cambelts) costs the thick end of £3000 and, say, £2000 for a 456; that's typical of other models of a similar age although the older, simpler designs can be kept sweet for less than £1000.

Servicing is one thing but further preventative maintenance is vital and this is when routine repairs can be costly. Camshaft drive belts are a good case in point because in many cases the engine has to be removed to gain access and so can cost from £500 to £2000 and, of course, if the engine has to come out then it's daft not to add a clutch – think up to £2000, again depending upon model. If you also need a flywheel for a F355 (which is prone to fail), then slap another £750 on the bill!

The same model uses dampers that cost £1200 a side (plus fitting) but it makes the same expense on a 550 at £3500 sound comparatively cheap.

Engine rebuilds invariably result in five-figure invoices... Now can you see why it's vital to buy a good Ferrari rather than a tempting bargain-priced one?

Yet on the other hand a good specialist can help contain costs by knowing if certain components carry the same part number. For instance, there's a fair cross-over of Fiat hardware and certain electrical parts are common to many cars. For example, a new fuel pump for a 550 Maranello costs a fat £400 over a Ferrari counter where at a local VAG dealer it's under £60!

Mike Wheeler of specialists Rardley Motors warns, "With a Ferrari you get what you pay for" and suggests wannabe owners should always get a vehicle properly inspected, adding the majority of sellers wouldn't mind if the car is genuine.

This renowned Ferrari expert advises potential owners to view a car as if they were trying to sell rather than buy it to best gauge it's desirability and value. Don't always believe that you'll automatically be on an instant earner. Just enjoy it while you own the famous key fob, says Mike.

JOIN THE CLUB

Anybody considering buying a Ferrari is mad not to join the Owners' Club of Great Britain. Almost half a century old and recognised by Ferrari S.p.A. it provides a wealth of good things such as knowledge and experience and a great social scene which includes some of the best members' areas at classic car shows! There's also track days, driving tuition advice and even a Ferrari racing championship. And they're a really friendly lot too, all joined by a love of the Prancing Horse. www.ferrariownersclub.co.uk.

GET THE VET IN



It's so disheartening to learn that your dream Ferrari is actually a nightmare, and that your prancing horse can so easily turn into a nodding donkey. But sadly Superformance has had to inform too many newcomers to the fold that's exactly what they've just bought!

The Herts-based specialist (01992 445300) that supplies Ferrari spares and obsolete parts says the most important thing when purchasing a pre-owned 'Prancing Horse' is to have it professionally inspected by an independent Ferrari expert before doing the deal – and walk away if the seller refuses, as they've obviously got something to hide.

According to Colin Sowter, at the lower end of the market there's a lot of poor cars out there, and the historic low values of certain models (such as GT4s and Mondials) has made poor maintenance and penny pinching bodges inevitable. With a Ferrari you get what you pay for says Colin, although admits he's seen £25,000 cars in a no better state than ones priced ten grand cheaper! Colin further warns against DIY repairs. "For a competent mechanic it's okay on running gear items, like the suspension and brakes, but engine and transmission overhauls are best left to experts". So be wary if a car has been DIY maintained.

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UNSUNG HERO?

308 GT4

£17,000-£50,000+

- DINO HERITAGE
- EXCELLENT HANDLING
- GOOD VALUE FOR MONEY

Any car that followed in the tyre tracks of the Dino 246GT was always going to have a tough time, but for the GT4 it was harder than most. A sharper-styled replacement with 2+2 seating, it was a different car, even though it used the same basic platform, and never gained the same affection. It was replaced by the 'Magnum PI' 308 after less than 3000 sales (a very respectable figure) and because the 308 was well received, the GT4 quickly became forgotten and its reputation unfairly tarnished. It's only in recent times that the model has finally gained traction. Deservedly so.

DRIVING

The GT4 is not the most exciting Ferrari ever to be made, but it's not bad either – in fact, some Ferrari experts quietly say that it's a better car to drive than the iconic Dino thanks to its longer wheelbase and meatier V8 engine, if not to look at or invest in. Perceptions are all that matters, in this area. Being a 2+2, there far more room although the rear sears are strictly kiddie size.

BEST MODELS

The first GT4 was designed by Gandini in 1973. It was the first Ferrari V8 road car and mid-engined 2+2 and was based on the 246, with a new 255bhp 3-litre V8 engine. It was badged Dino 308 GT4. Two years later, the 'economy' model, the 208 GT4, was offered, with a 2.0 engine. It is rare, as only around 900 were produced. Whilst this version had the smallest V8 engine in the world, it lacked the grunt of its older, bigger sibling. Having been built for the Italian market, to dodge tax laws, it is unlikely to have much following here.

VALUES

Treat hunting for this model with as hard-nosed an attitude as for any other second-hand car. It's all too easy to get carried away. While GT4s look great value, remember they still need the maintenance and care due to a Ferrari, though. This year, top models sold for £50k, and the cheapest went at auction for £32k.

For those who appreciate iconic Ferraris, like Harvey Stanley of DK Engineering (Ferrari restorer and specialist, 01923 287 687), "skip to the 355."

BUYING ADVICE

As these models are hardly the most loved of Ferraris, you will come across a fair few tired examples that are anything but the bargains that they appear under the skin. Before you even start hunting around, check the paperwork and see that there's some level of service history. All gearboxes suffer from the usual Ferrari trait of being cantankerous when cold, but selecting second gear shouldn't be a problem once the oil has warmed up; first and second synchros wear out first. Clutch wear is no worse than on any other supercar but rarely cheap to replace either. As on all performance cars, the suspension's geometry is not something the typical fast-fit can handle, so seek out a specialist. The most important thing is to see that the timing belts have been replaced on time. Ditto valve clearance settings, which aren't for the novice. If the engine has to be dropped then it's best to tackle these jobs plus replace any suspect hoses and so on. Camshafts wear out quite easily.

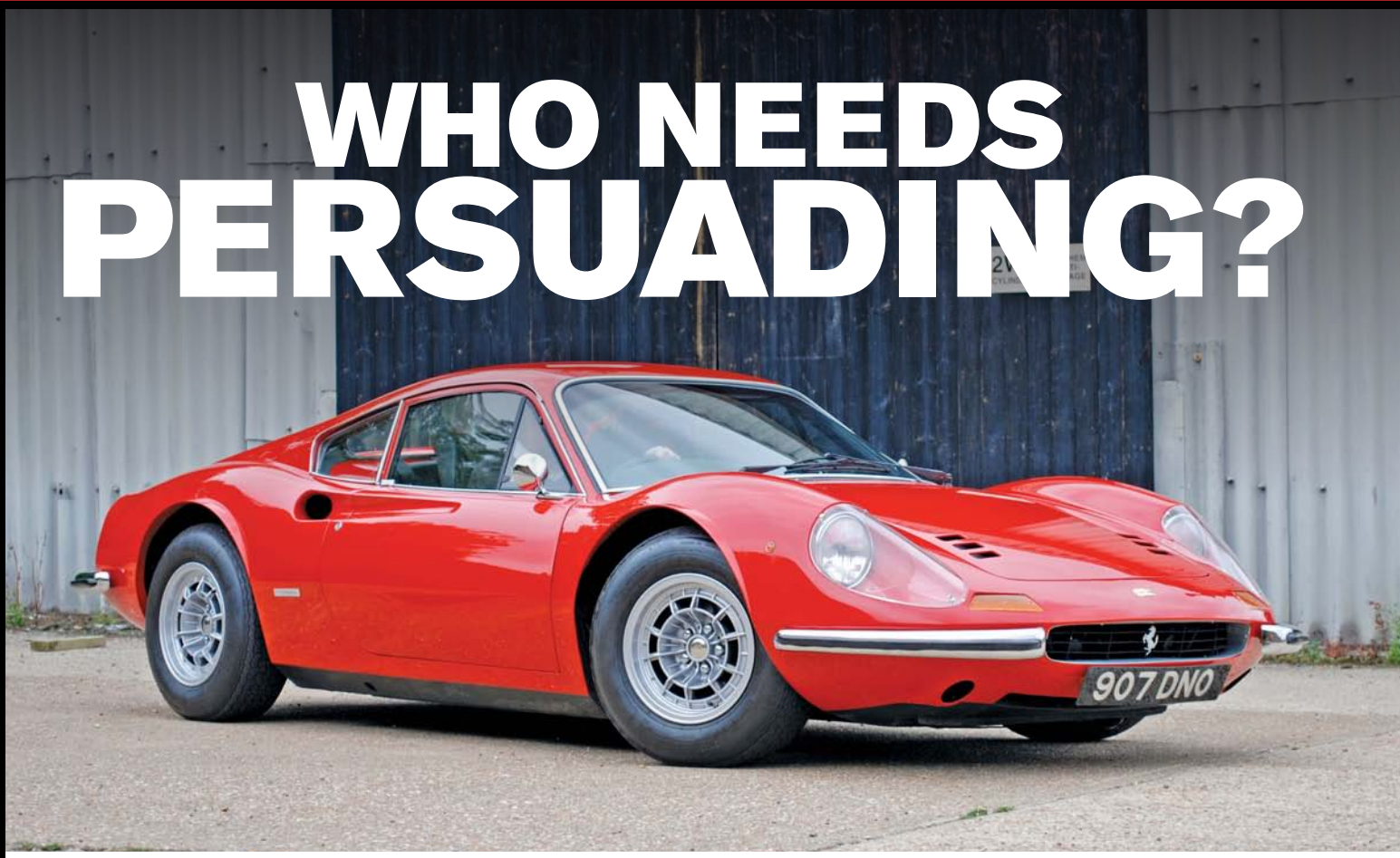







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WHO NEEDS PERSUADING?



With its stunning looks, huge driver appeal and ever-rising values, the Dino is one of the most loved Ferrari models ever, no doubt aided by its starring role in the 1970's TV series The Persuaders!. It was Enzo Ferrari's first budget-priced production car, when it made its debut at the '67 Turin Salon – yet was considered too dear. Today, these delightful mid-engined sports cars sell for (on average) a quarter of a million pounds and the figure's still rising!

DRIVING

Exhilarating, though not quite sensational, the driving experience in a Dino pivots around that gem of an engine. Free-revving and lively from about 3500rpm, the Dino hits 62mph in about seven seconds, if the engine is in good tune, which is fast but not furious in today's terms. The balance of this mid-engined machine feels just right with superbly light and responsive steering, limpet-like handling with no roll whatsoever. As *Motor* said in its 1971 road test: "When it comes to getting around corners the Ferrari Dino has all the advantages – and makes use of them," although today it's more about how the car feels rather than out-and-out handling abilities and grip from what's now considered skinny tyres.

BEST MODELS

It depends whether you want the original stunning looking coupé or the sun-seeking GTS which came after, but the most fundamental thing to remember is the car's condition. Dinos are notorious 'rotters': specialists say they see Dinos that have been badly repaired and restored over the years – some with up to five sills tacked over one another with layers of filler and paint slapped on. Indeed, it may be better to break the bank and buy the best you can from a reputable Dino expert, or – as a project – have it done right in the first place. Harvey Stanley of Ferrari specialist DK Engineering says that these are firmly collection items, unlike the rest of sub-£100k Ferraris. "It is a pretty car, so desirable; best Dino to go for is the 206 (very early) or a very late 'flairs and chairs'. Perfect, RHD samples may go for £450k/£500k. A GT or GTS, for £350k"

DINO

£160,000-£450,000+

- AMAZING LOOKS
- APPRECIATING ASSET
- SATISFYING TO OWN AND DRIVE



VALUES

Once, fairly cheap, back in the pre-classic boom 80's they were sub ten grand buys and despite their steep raise in values until recently barn-find basket cases used to sell for less than £50,000. No more: good examples go for over £300k. It may sound exorbitant for something that was, once, not regarded as a real Ferrari and not exactly supercar-quick, but because of their rampant rust problems and unsympathetic restoration cases, with the Dino you get what you pay for. In the last 12 months, the most expensive Dino sold for £350k, and the cheapest for £200k (auction prices).

BUYING ADVICE

Most Dinos will have been restored by now and good thing too as they were badly built and rotted for Italy. You must always tread carefully buying any old Ferrari but more so with a Dino because it's easy to let your heart rule your head and why a specialist inspection is vital. The sills are complex and that's where the money goes. The interiors will have been restored by now as the 'suede' dash wears badly. The V6 can cost ten grand to rebuild and camshaft wear is common; oil pressure should be 85lbft! Clutches and weak second gears common. There's no such thing as a bargain with this beauty anymore, you get what you pay for.



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1973 Ferrari 365 GT4 Berlinetta Boxer **£POA**

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1991 Ferrari Testarossa £140,000
UK RHD example with just 29,000 miles; recent major service / cambelt renewal by Foskers; presents beautifully.



1988 Ferrari 328 GTS £115,000
A superb classic Ferrari; Rosso Corsa with stunning Crema hide; just 22,400 miles; original UK car in lovely condition.



1977 Ferrari 512 BB £POA
Stunning flat-12 in Nero with Beige hide; magnificent provenance; genuine 26,000 miles from new; a beautiful motor car.

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BOXING CLEVER



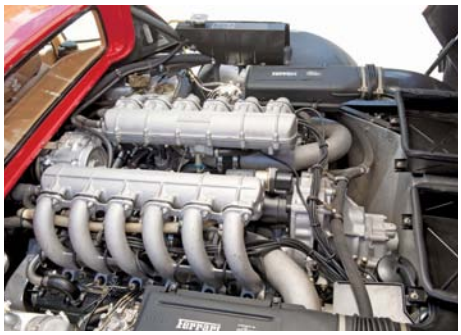
BB stands for Berlinetta Boxer and (Dino excepted) it was the first proper mid-engined Ferrari supercar boasting the iconic flat 12 engine that was also being successfully used in sports car racing and Formula 1 at the time. Initially known as the 365 BB, replaced by the 512 BB, these cars are legendary and values reflect this.

DRIVING

The BB is rather like a 911 of the same era insofar it needs – make that demands – respect when pressing on. Performance is brutal and well up to modern supercar standards and apart from its muscle the best thing about that flat 12 engine is the sonorous soundtrack that comes as standard. It can sound even better if one of the numerous aftermarket sport systems are fitted as the mild steel set up rusts. The 365 was criticised for its lorry like clutch so if your dream buy has a light action it points to the later 512 assembly (and flywheel) has been fitted, which is a bonus as the earlier single plate affair can be all washed up in less than 12,000 enthusiastic miles.

BEST MODELS

The original 365 GT4 BB is the most sought after because it's the design in its purest form despite packing 'only' 344bhp from its 4.4-litre flat 12. The later 512 of 1976 with its larger 4942cc unit added 15bhp but aficionados prefer the sparkier freer revving flat 12. The four Weber 40 IF



carbs gave way to fuel injection – again enthusiasts like carbs best. The UK market was served by 58 365 GT4s, 101 512 BBs and 54 512is although several more LHD cars joined the scene. Don't forget LM race tuned upgrades which may have been fitted, although you need to make sure the mods are the genuine ones…

VALUES

BBs cost Aston DB money and values are rising at the same pace. A top 365 GT4 can command between £250-£300,000 with average examples perhaps half this and even projects are spoken of in six figure terms; think carefully as restorations are Aston-expensive. The 512 typically trails by £30-50k although LHD cars can be usefully cheaper if you shop abroad.

BERLINETTA BOXER

£125,000-£300,000+

- 1970's CHARACTER
- APPRECIATING ASSET
- DEMANDS DRIVING RESPECT

BUYING ADVICE

The body is aluminium over a steel frame, mounted on a stout ladder-style chassis. Unless seriously neglected, the structure should be pretty sound but check the panels for damage and poor past repairs plus watch for reaction between the two surfaces. The steel sills rot but are relatively cheap at £750 a pair. The bumpers are fibreglass so look for wounds and scuffs. More serious is a poor fitting rear clamshell, perhaps due to it opening at speed and warping it – not unknown. The interior trim (leather seat inserts on the 512) is average and watch if a retrim lacks the authentic embossed 'Daytona' stripes on the seats as this can devalue the car.

The engines are bullet-proof; smoking when cold is a characteristic but should dispel once warmed up and the oil pressure should read a solid 6bar minimum. The transmission is classic Ferrari with a no go second gear until the oil has warmed but if it is still poor then a rebuild can cost £5000 (and the first 365s are the most prone to failure) but happily a poor gearchange is usually only a matter of adjustment.

The brakes are only adequate so don't be surprised on what you may regard as a poor performance – they were all like this.

FORGOTTEN FERRARI

400/412

£16,000-£60,000+

- V12 ENGINE
- WELL APPOINTED
- LAST 'CHEAP' FERRARI?

Before the 456 came along the 400 and 412 was Ferrari's grandest GT offering great touring qualities, classic looks and remarkable value for money chiefly because it's generally overlooked. Running one however can be an extremely expensive business. The car was originally badged the 365 GT4 2+2 with the 400 replacing it 40 years ago.

DRIVING

With 340bhp at its disposal, you can't say that this Ferrari is a slouch although this heavyweight is better suited for touring, a point underlined by the fact that some 70 per cent came as an automatic pandering to a different type of Ferrari owner even though handling and roadholding was exceptional for its girth. When the 400i arrived fuel injection knocked power back to 315bhp and it took the 5-litre 512i to restore the loss. Unlike many 2+2s this Ferrari is almost a true four-seater with adequate comfort and space for four.

BEST MODELS

It all hinges on condition more than model choice although all things being equal, the first 400is were the most sluggish although the fuel injection did improve drivability even if it took away the character of the superb sounding carb-fed 400. The original 365 probably holds the most classic appeal as it's the purist and arguably looks the nicest. However, the 412i is the most rounded as well as the newest. Again the character isn't quite the same as the 365's but if you want a manual transmission you stand more chance of getting one as buyers turned away from autos although 53 per cent were still so equipped.





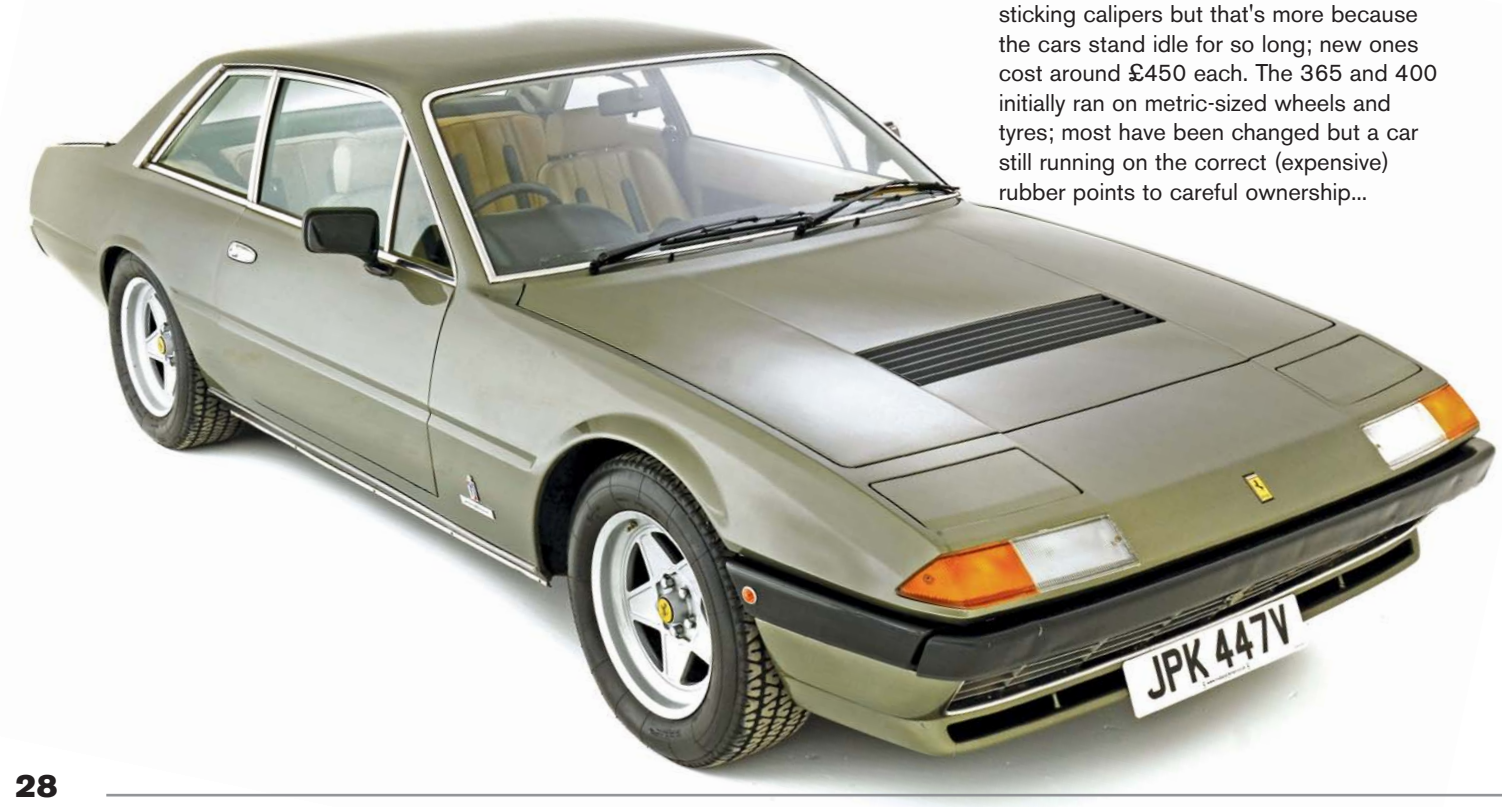
VALUES

These big front-engined cruisers used to be cheap as chips, in Ferrari terms, and still are as you still see cars surface for £10,000 although penny to a pound will cost that much again to make good and reliable. Values of the 412i are ahead of the 400i and top 365s can command over £50,000. A good service history on all is vital as their values lead to skipped servicing – and that's where the trouble starts...

BUYING ADVICE

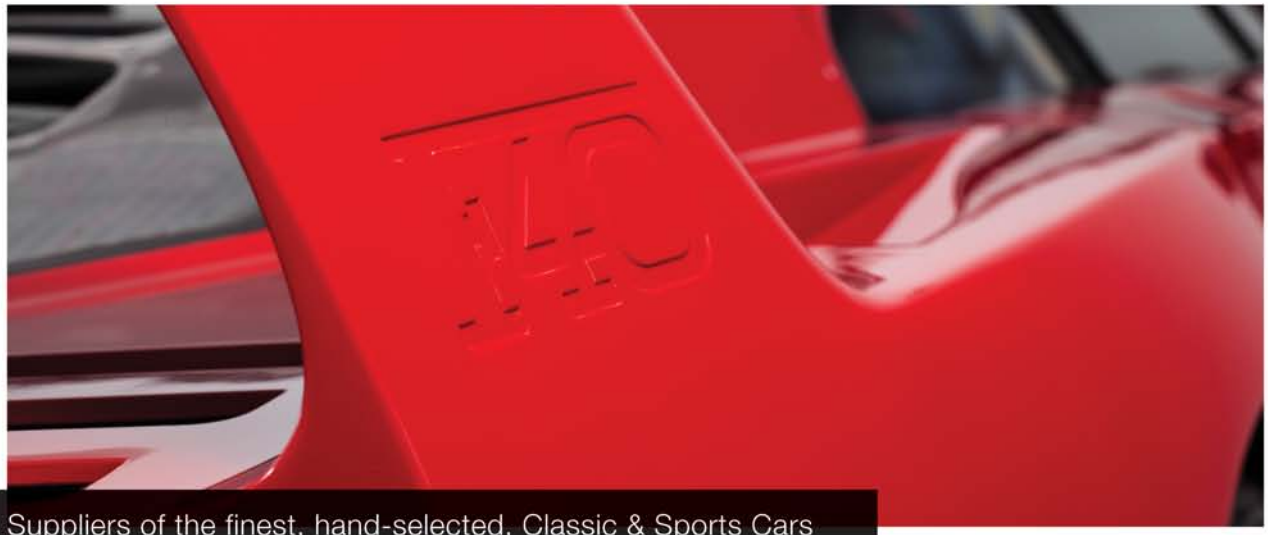
These big old Ferraris rust terribly and with resto costs on par with other Ferraris you'll never get your money back; draw a mental line six inches from the sills upwards and that's where you look! Worse still, panel availability is poor so beware of bodges that look good on the surface but aren't.

The V12 engine is tough although you need to be wary of noisy timing chains as they can slip with dire results. Exhausts are incredibly expensive as are the manifolds and both are known to deteriorate, as do those sexy six Webers – are they still in good tune? The running gear is robust and needs only the usual checks but bear in mind that there's self-levelling rear suspension. which on the 412i, is operated by a pump. The brakes can suffer from sticking calipers but that's more because the cars stand idle for so long; new ones cost around £450 each. The 365 and 400 initially ran on metric-sized wheels and tyres; most have been changed but a car still running on the correct (expensive) rubber points to careful ownership...



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FERRARI 512TR (1995)
£300,000

History

The story of Graypaul is a long and amorous one, one that has now gone full circle and is returning to its roots, whilst retaining everything Graypaul stands for today.

The business didn't begin as a Ferrari Sales or Service franchise, but instead it started in the depths of David Clarke's Box factory; ultimately emerging as a product of his passion for the Prancing Horse.

David's love of the 'red cars from Modena' started when he was just a child, the iconic 'sight and sound' of the incredible cars that Ferrari created making it impossible for him not to fall in love.

After pursuing a short career in TV production, David returned to his Leicestershire based box business and began his stunning Ferrari collection, a collection that had grown to include six iconic and highly sought after cars by 1971; all of which were perfectly maintained by David.

Amidst his collection were examples of some truly outstanding Ferrari's, all of which came with their own unique histories; there was very little that David didn't know about the cars in his collection. Possibly one of the most sought after and interesting cars was David's Ferrari P4 which had seen a rich history in Motorsport.

David's expertise and perfectionism in restoring and maintaining his collection soon started to attract the attention of other enthusiasts who wanted to bring their own cars for maintenance at David's workshop. After starting to service and work on more and more Ferrari's for clients, David named his new business 'Graypaul' and a legend was born.

Call Robin Simpson personally on 0115 837 8028 or visit www.graypaulclassiccars.com to view the full collection

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Mondial

£11,000-£50,000+

- FAMILY FRIENDLY
- STARTER SUPERCAR
- STRONG VALUE



SPENDTHRIFT SUPERCAR

The Ferrari Mondial's chassis was a useful platform until the more modern 360; yet the model has – over the years – endured rude remarks over it being underpowered and 'wooden'. But this oddball mid-engined 2+2 makes great sense, and is one of the few exotics that's genuinely family friendly. In Ferrari terms they are inexpensive to buy, and with sensible use and budgeting, aren't ruinously expensive to keep, either. And, of course, no matter what anybody says, it's a Ferrari – your Ferrari – sitting on the driveway.

DRIVING

When launched in 1980, reactions to the Mondial were decidedly mixed: the influential *CAR* magazine was full of positives, citing "Porsche-like build quality" and "dynamic ability" but over the pond, *Motor Trend* bemoaned a serious lack of pace (0-60 in eight seconds and 130+mph).

The truth lies somewhere in between: performance of the Mondial 8 cars was nothing special when new and, today, a good V6 Mondeo will beat a Mondial, especially if age has taken its toll on the engine. However, the noise and the way with which this V8 moves the car may be enough for buyers to be charmed. If this Ferrari's performance is open to question, then the handling is more universally commended. Even on relatively skinny tyres, the Mondial was praised for its user-friendliness – and far less twitchiness than the shorter-wheelbased GT4 – although the earlier 2+2 is regarded as a more purist cross-country car as well as one that holds more status.

BEST MODELS

Four-seat Ferraris were not a new concept; the Mondial was the successor to the 2+2 308 GT4 of the early 1970s, and used a lot of its make up. The chief differences concerned a tubular spaceframe chassis, and not monocoque build. The engine was stretched throughout the model's life; the Mondial 8 variants are not the most popular; soon came the new 4-valve head (Quattrovalvole) which addressed lack of performance; however, the 3.2-litre (1985), and then 3.4-litre (from 1989) are the sought-after versions, releasing the car's true potential. Most desirable Mondial? The poser cabriolet, available from 1984.

PRICES

When the QV was launched a quarter of a century ago it carried a £25,581 price tag. A considerable sum back then, but today you can pick a pretty fair one up for much the same money. Three times as much will be required for a later, more sought-after version, and indeed £60k was the top price paid for a Mondial in 2015. Like the Dino, says marketing analyst Cliff Goodall, the youngest trainee classic car scrutineer in Italy (and there is only 68 of them altogether), the Mondial seems to be quite stable in terms of market trends.



BUYING ADVICE

Mondials hardly rank as the most loved Ferrari on the block and you will come across a fair few tired examples that are anything but bargains under the skin. Before you even start hunting around, check the paperwork and see that there's some level of service history.

Rusty Mondials are not unknown. Check the front wings (especially by the windscreen), door bottoms, wheel arches, boot bonnet etc. The chassis must be the next port of call. Look for corrosion on the – admittedly sturdy – chassis that was galvanised from the early 80s. As on all sophisticated cars, the suspension's geometry is not something the typical fast-fit can handle, so seek out a specialist to get it done properly. From new, the Mondial used Koni dampers – has a lesser make been fitted since to save money? Brakes really only suffer from seizure due to lack of miles, but handbrakes were never that effective and they need careful setting up to work properly and pass the MoT.

Finally, can you run one on a Mondeo budget? The realistic answer is no, but a good specialist can help contain costs.

FRONT-ENGINED FUN FOR THE FAMILY

A true family-sized V12 Ferrari GT in the Daytona mould and a far nicer car than the mid-engined 2+2 Mondial yet extremely inexpensive – for a Ferrari – to buy if not own. No one can doubt its super car credentials as it once lapped Ferrari's famous Fiorano test track faster than a mid-engined 512 TR!

456

£25,000-£40,000+

- DAYTONA-LIKE LOOKS
- STRONG VALUE FOR MONEY
- FAIRLY FAMILY FRIENDLY

DRIVING

When launched, back in 1992, the 456 was regarded as the most accomplished Ferrari yet providing performance with practicality. The 5.4-litre V12 delivers a rousing 442bhp and even in rarer, more relaxed automatic form (456 GTA) remains seriously quick. Handling is traditional front-engined, rear-wheel drive and the steering is superb as is the active ride suspension. Despite being a 2+2 and more tailored for touring, a good 456 gives little away to its supposedly sportier siblings. When you're in the mood to cruise you'll soon appreciate the lavish well equipped and quite roomy first class cabin.

BEST MODELS

Essentially there's two models available in manual or automatic guises. The 456 GT and GTA were the launch models and despite a £6000 premium a surprising number of owners opted for the automatic. The later 456M derivatives were launched in 1998 and feature certain styling changes at the front and a part carbon fibre bonnet. The active ride suspension was modified and now worked in tandem with the anti-lock braking system.

VALUES

When new, the 456 cost almost £150,000 yet you can easily buy one now for less than a third of that original screen price! In fact, by searching around you can pick up a fair 456 for little more than £25,000 although beware as what seem minor ailments accounting for the low price can be highly expensive to fix. Automatics typically trail manual cars by £2000-£3000 or so with M-spec manuals worth the most as less than 35 were made in RHD form. A top 456 can sell for up to £40,000 and an M spec appreciably more. Rardley Motors says 456 values are heading North because its 2+2 configuration makes it ideal for young families. It's a different type of car to a Mondial and that's too the good.

BUYING ADVICE

The 456 is built on a tubular steel chassis and rust doesn't seem to be a major problem of the design although check the usual places and for poor past paint repairs. The engine may sound a bit tappety but that's because the valve clearances have to be adjusted manually. Head gaskets can let go and the cause can be perished coolant hoses; radiators aren't long lasting either and nor are exhaust systems with a factory system costing in the region of five grand. Sophisticated when new, the electronics need an expert check, right down to the electric seats and windows – the latter which can cost thousands to put right. The active ride dampers are known leakers; sometimes they can be resealed but if not have to be replaced. The manual gearbox is durable, less so clutches which need a recommended check and perhaps replacement after just 20,000 miles – also the transmission's oil and filter need regular changing, another reason why a good service history is so critical.



MAGNUM FORCE

308/328

£28,000-£170,000+

- DINO HERITAGE
- EXCELLENT HANDLING
- VALUES RISING FAST



Affordable, proper Ferrari ownership starts with the 308, according to fans and specialists. There are cheaper Ferraris – like the 1980's Mondial and 400 – but the 308 is what everyone expects a proper Ferrari to be – and it doesn't disappoint. The car shot to fame as detective Magnum's transport in the famous US series, with its sexy looks, muscular stance and that 250bhp V8 engine at the back. In 1985, a decade into production, the 308's engine was bored out from 3-litres to 3.2 (hence the new name, the 328) for 270bhp. An all time great.

DRIVING

There'll be few complaints by wannabe Dino owners, because the Ferrari 308 is simply a better drive. The handling is as taut and tantalising as the looks suggest, the general ride isn't as jarring as you might expect. Even though some models have barely over 200bhp, the 308 remains an old-school powerful mid-engined car; expect from most versions a sprint to 60mph in 7s, though the 308i is slower. Driven sensibly, 20/25mpg is obtainable.

The sonorous-sounding V8 has ample mid-range grunt; this Maranello mid-engined marvel, however, is not a car whose tail can hang out and forgive an average enthusiastic driver. Tall drivers will be penalised by the cabin's height, cramped footwell and restricted seat travel. For a two-seater, it's fairly roomy and civilised and the driving position (even on RHD UK cars) is good.

BEST MODELS

Cheap and good do not go well together, and this is true of all Ferraris too. Given the 308/328's comparative rarity, condition counts more than the actual model. Fibreglass-bodied cars will always be in demand, and carry a premium. Wet sump carburettor cars are more valuable than injection versions. Both 308 and 328 models have recently gone up in desirability, especially the 328.

The 308 QVs are best value for money. Ferrari Specialist Nick Cartwright (01629 56999) says that the 308/328 range is plentiful on the UK market, but with a huge variety in condition, so his advice is to spend the time to find the right one. It is easy to find a 328 in RHD guise, though LHD ones change hands for two-thirds of the former's price.

VALUES

Fibreglass-bodied cars are sought-after because they don't rust (though the structure underneath will). In 2015, the most expensive Ferrari 328 to be sold at auction was £190k; the cheapest, a Ferrari 308, went for £35k. Somewhere in the middle, one can get a good example for around £70,000. QVs and early GTBis are at the bottom of the scale but are certainly not languishing!

BUYING ADVICE

Condition counts for everything and given their relative rarity, don't be choosy on colour or whether it's a 308 or 328 – service history counts. If the plastic body is in poor shape, it's as costly and as involved as metal to repair, although there's more value in the finished product. A decent maintenance budget (£500/600) is required. Check the chassis frames and outriggers, particularly at the subframes – the actual floor is fibreglass. Sills and the A posts are other rot-prone areas as are wing bottoms, doors and valances. Cars made after 1982 were zinc coated and so better protected. Engine is very strong, as long as it has been serviced regularly.





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LAST OF THE TRADITIONAL FERRARIS?

Replacement for the 348, the F355 was a real step forward in V8-powered Ferrari models and it matched – make that even beat – its more upmarket V12 brothers. It offers clean stylish classical Ferrari looks, better dynamics than the 348 and, compared to other Ferraris, very good value for money.



DRIVING

As soon as you stare at the 200mph speedometer and the 10,000rpm rev counter then you know that this is going to be something special and the F355 doesn't disappoint. This later model is generally regarded as a much better drive than the strangely lacklustre 348 range. With its 40 valve 3496cc V8 kicking out 375bhp you're looking at a top speed in excess of 180mph and a sprint to 60 in less than six seconds, while electronic dampers allows the driver to fine tune to chassis to suit his or her mood and what's more, it's on your side at the very high limits – more so than the 348 it replaced. That race-ready Berlinettas were made for a dedicated championship (18 right-hand drive cars made for the UK) tells you all you need to know about how the F355 drives.

BEST MODELS

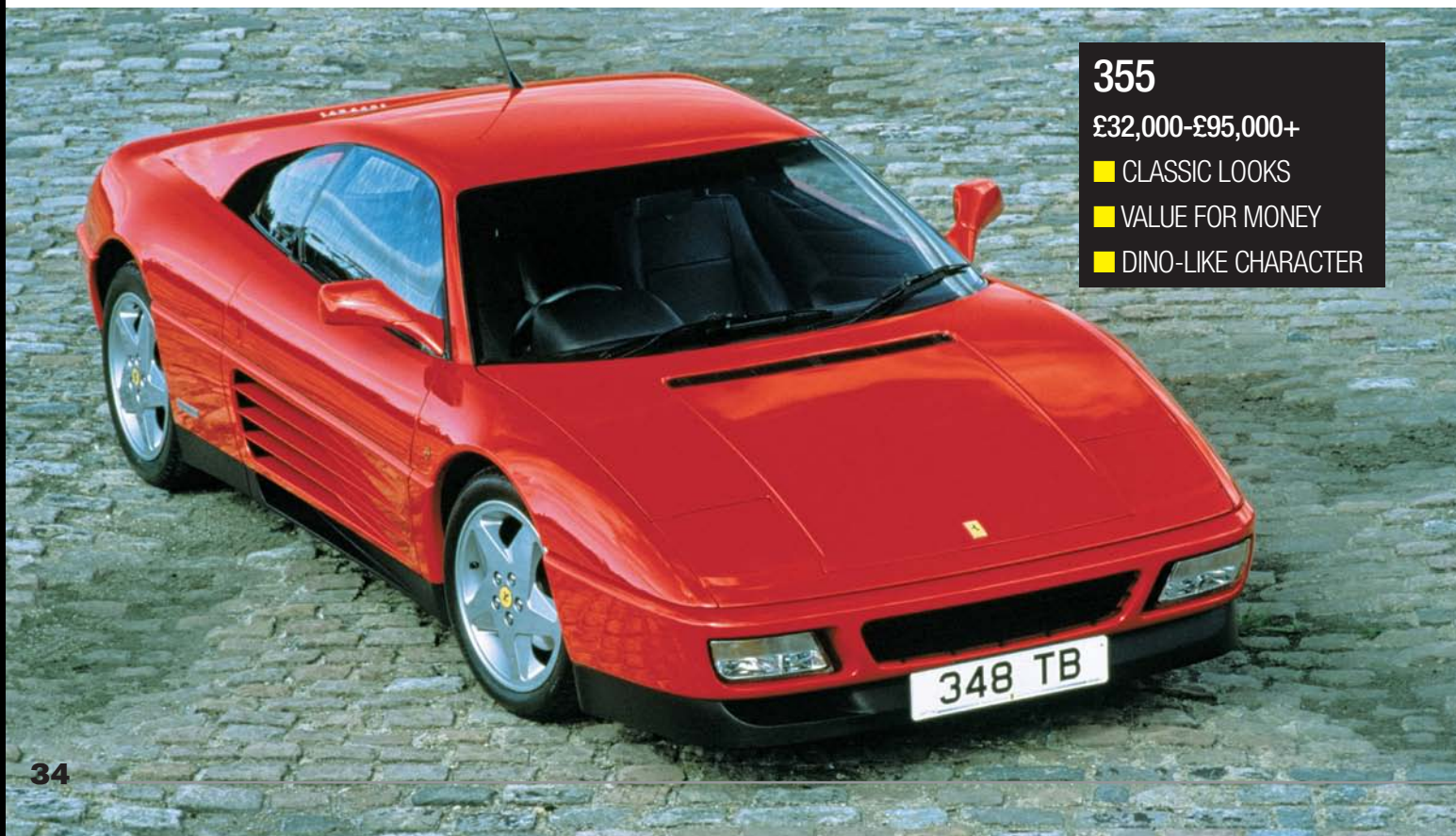
The range comprises of the Berlinetta (launched in 1994) with a GTS featuring a targa roof that stores behind the seats and a proper Spider introduced in 1995. It depends how much you want to be roofless as it is generally accepted that the fixedhead Berlinetta boast the more rigid bodyshell and so a better driver feel. The F355 F1 enjoyed new styling but the F1 tag denoted the introduction of an Grand-Prix-type electro-hydraulic paddleshift gearbox that is not everybody's thing. Rarest of them all is the Sergio Fiorano, a hard core Spider of which just 104 were made – none for the UK.

VALUES

Given its supercar status this modern Ferrari is almost cheap with a top car just about breaking the 75 grand barrier and good service-historied cars perhaps 20k below this. Maybe it is because the Berlinetta drives with more brio that soft top models are generally valued slightly less as are left-hand drive examples. Just over 3800 models came with a straight six-speed manual transmission, 1042 with a semi-auto transmission.

BUYING ADVICE

A service history is essential as is a decent annual maintenance budget. Check the bodywork for paint cracks along the buttresses and rusty screen surrounds. Cosmetic rot also forms on the wheel arches and wings but the most serious concern is the engine subframe due to trapped water. Talking of rain water, the targa top is rarely water tight so check the interior trim. A new one leaves little change from £2000. Engines are tough but some advocate replacing the valves if the mileage is between 30,000-50,000 miles on pre 1997 cars. Exhaust manifolds don't last long and expensive so don't be surprised to see aftermarket types fitted; have CATs been ditched? Radiators are another short-lived item. Manuals are toughest although a rattle when switching off suggests a new flywheel is demanded. Parts for autos can be scarce. Electronic dampers play up and cost £1200 each. Has the dash bulb been removed? Electrics need the usual check and ensure the car comes with the two (black) keyfobs.



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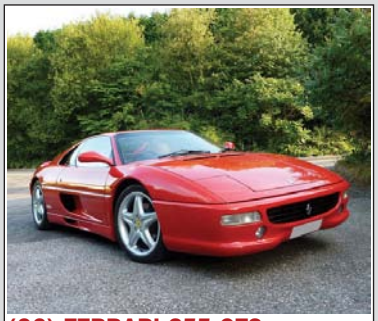
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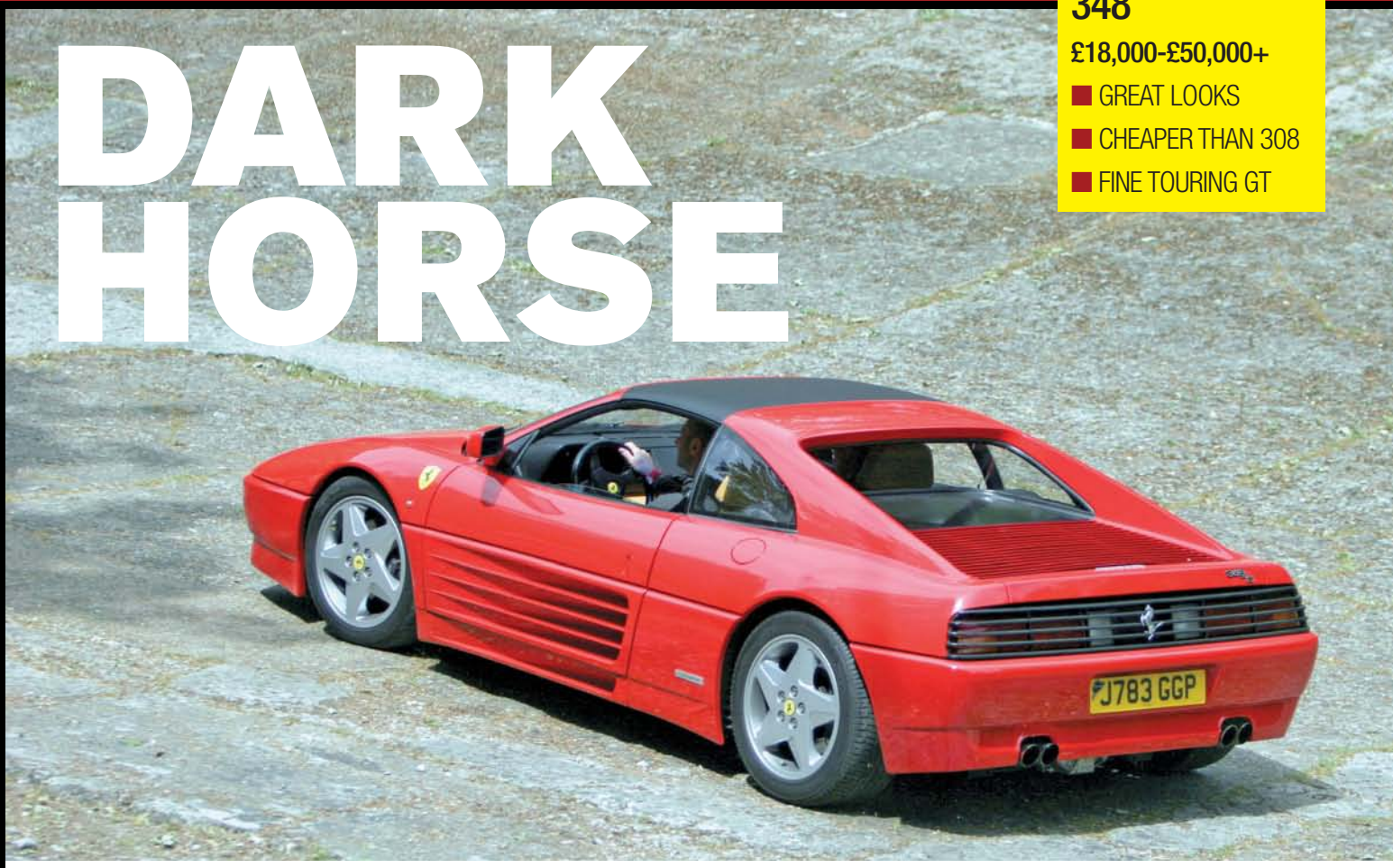
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348

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Whilst punters' main interest lies with earlier models, the 348 is not a popular pick, despite many improvements, including a 320bhp output. Described by *CAR* as 'stonking', the 348 was hailed by *Autocar* thus: "nobody who knows Ferraris will be disappointed in the new 348." Yet compared to the earlier car, some actually were!

DRIVING

It was possibly because of its initial surprisingly hairy handling, that the 348 earned a bad reputation with drivers and media alike. By the time the problems were ironed out, it was too late, reputation-wise. The handling scare stories stuck, and the ride would only be bettered by the forthcoming F355. Pace is more than ample if not shattering when compared to say a Jaguar XKR and folks who know



Ferraris say the Targa versions are all very well when the sun's out, but there is body flex when it comes to serious driving.

BEST MODELS

When the 348 was introduced in 1989, it looked broadly similar to the 328, with Testarossa nuances but substantially changed under the skin, where the engine (now 3.4-litres) was mounted north-south and with a transverse transmission. Two models were made, the Berlinetta coupé (TB) and the targa-roofed Spider (TS). A year later, the rear suspension was revised to sort out poor high-speed stability. A special edition road racer Competizione was then made – only eight in RHD and therefore the most valuable. The 348 was renamed GTB and GTS and power was boosted to 320bhp.



VALUES

Of the triad 308/328 and 348, the latter is definitely the model which seems to keep stable in terms of values, whilst the other two have gone up. Having said that, there appears to be some sign of life in the charts, with the 348 fetching slightly more in the last six months of 2015. Not one to watch for the time being. Expect to stump up £25-£30k for a fair-to-good example with tlc potential.

BUYING ADVICE

Ferrari did pretty decent rust-proofing on its cars from the mid '80s. A potential buyer will be happy to know that the engine is a robust unit, though cambelt changing is – like in so many other models – paramount. History service is a must, of course and cheap cars are rarely good news in the long term. Bottom of the doors are suspect as are sills. More serious is around the A post but most should be okay. Electrics are typical Italian with charging system, fuse box, connections and switchgear most frail.

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MARANELLO MAGIC

Another front-engined V12 Ferrari like the 456 but this time a two-seater with the transmission rear mounted. Tilting at past glories, the 550 Maranello take some style cues from the old Daytona and, appropriately, is regarded by some as the last of the old school Prancing Horses. Costing almost £145,000 at its1996 launch, values fell accordingly but have risen steadily over the past few years where top cars can touch £100k. Clearly a valued modern Ferrari.





DRIVING

Few will have nothing but praise for this Ferrari which while it's not dissimilar to the earlier 456, it's in another league to drive – and that's saying something! Ferrari made the 485bhp 550 a real drivers' car and didn't burden the engineering with driver aids apart from a basic traction control although it's equally well suited to fast but comfortable touring. It's ideal for an enthusiast who doesn't need the 456's rear seats, one specialist remarked to us.

BEST MODELS

Condition counts for most because these cars can be horrendously expensive to service properly, let alone repair. Although there is a Spider version, the vast majority are manuals because the convertible Barchetta is a strange beast with a hood that Ferrari don't advise exceeding our legal limit with. There is a WSR (World Speed Record) coupe that's shorn of certain equipment to save weight along with a stiffer suspension. As it's a matter of taste, the price premium is nominal. The later 575M is said to be even better in all areas apart from its F1 paddle gear shift option.

VALUES

As Daytona prices have soared, it's no doubt helped drag values of this modern interpretation up with it and 100k is by no means uncommon for a top 550 and, say, two-thirds this for nice examples. Your only chance of finding a 50 grand (or less) car is to look at left-hand drive versions and import from abroad.

BUYING ADVICE

A service history is essential on any Ferrari but particularly so on the complex 550 as even minor service items can prove pretty eye-watering; think £620 for a new hose kit (they are prone to failure due to high underbonnet temperatures) and the thick end of a grand just for a set of new HT ignition leads! As with other 1980's and 90's Ferraris, rads commonly let go let go and not far short of £2000 fitted.

Engines are prone to leaking oil as are the power steering systems while new adjustable dampers cost almost £850 a corner, and new actuating electrical solenoids half this amount. Even the snazzy sporty fly-off handbrake can be troublesome – to the tune of well over £1000 to fix!

Hard driving is a way of Ferrari life but if the transmission is now suffering, a clutch is the least of your worries at around £2500 as a new gearbox is at four times this...

The inviting interior may not be so seductive as the leather top dashboard deteriorates and to make the dash look like new again can either cost a reasonable £600 for just the instrument shroud or almost six times this if a new dashboard is required.

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RHD – £9,995



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RHD – £34,995



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RHD – £29,995



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A Fair Cop



To say that the legendary Normal Dewis knows his Jags is a bit of an understatement. So when he told **Classic Motoring** at the recent NEC show that he personally regarded the S-type as the better car than the Mk2 when contemporary you take notice. It's a pity so few enthusiasts follow suit…

Take a Mk2 and give it what the design always lacked – such as back seat comfort and roominess, a larger boot and a more planted rear end care of the E-type's suspension – and you have the S-type. So why has it always been pooh-poohed and regarded as a second-rate Mk2 alternative? Looks and image presumably (S-types were invariably driven by criminals on the silver screen) because the S-type is the car the Mk2 could and should have been.

Why not use this to your favour because not only is the S-type a nicer car to drive, but it's nicer on the wallet too as values trail Mk2s by a handsome level. However, we reckon it won't always stay this way – look how values of the Mk1 has overtaken its replacement for example.

HISTORY

1959 Rumour has it that Jaguar was looking at a more upmarket saloon not long after the Mk2's launch to bridge the gap between this saloon and the soon-to-be-launched MkX limo.

1963 The somewhat hurried S-type saloon surfaced in October as the logical bridge between the ranges. The hull was mainly Mk2 albeit with a flatter roof line and a MkX style rear end to boost boot space plus it also meant that the excellent independent rear suspension, first seen on the E-type, could be used. The shell to be extensively re-engineered to achieve this at a cost of almost 350lb in weight, however. To balance the odd looks, the front end was tweaked with new front wings incorporating novel hooded headlamps and slimline bumpers. Inside a MkX-style interior and kit gave the car a more upmarket image.

1965 At launch, the S-type was criticised for an appearance which looked as though Lyons designed it in a bit of a hurry. Even so, changes introduced this year were more mechanical, such as the substitution of the old Moss gearbox in favour of Jaguar's own although the vast majority of S-types were automatics. Jaguar resisted the logical step of replacing the 3.8-litre XK engine with the 4.2 despite having done so on the E-type and MkX, nor felt the need to use that excellent Daimler 2.5 V8 (an S-type 2.4 was never offered due to lack of performance).

1966 A downgrading of both the Mk2 and S-type ranges saw Ambla used instead of leather trim, cheaper carpets and a deletion of the traditional standard fog lamps came in the shape of the new 420 (and similar

Superior, sophisticated yet cheaper Mk2 alternative that was popular with Police and criminals alike in their heyday. Body parts can be problematic, especially on the 420, which remains an absolute steal

WORDS BY ALAN ANDERSON

IMAGES BY MAGICCARPICS & CLASSIC MOTORING

THE FACTS

Best model?	3.8 S-type manual o/d
Worst model?	3.4 S-type automatic
Budget buy?	All 420s
OK for unleaded?	Can be but speak to specialist
Will it fit your garage?	4750 x 1683 mm
Spares situation?	Not as good as Mk2
DIY ease?	Not quite as good as Mk2
Club support?	Typically excellent Jaguar
Appreciating asset?	Prices are starting to rise

GOOD BUY OR GOOD-BYE?

It can only be the looks as an S-type is a superior car to the Mk2 and yet cheaper, even more so 420



S-type's looks never caught on like the Mk2 as a classic but sold better when new. Adverts show it as a scaled-down MkX

Daimler Sovereign), that August which at last featured the MkX-style nose that Lyons always wanted the S-type to wear but didn't get round to due to the car's notably short development time. Mechanically, 420 used a 245bhp twin (not triple) carb tune of the enlarged XK engine. Other improvements included a new front axle incorporating a better power steering and new three pot disc brake callipers. The Daimler version was the best appointed and an auto only whereas the Jaguar could be had as before as a manual plus the option of overdrive.

1968 The 420/Sovereign was essentially a needed stop-gap to make up for the delayed XJ6 launch and bowed out in June to make way for the new Jag although the Daimler version survived well into 1969. However, the S-type also received some important changes in 1968, such as the 420's Marles Varamatic power steering, while the 420 auto (of which two-thirds soaked up the sales) sported a lower axle ratio (3.5:4) to improve engine response but the useful limited slip differential was no longer fitted on all models.

The S-type is always seen as the Mk2's poor relation and a commercial flop, yet sales figures paint an entirely different picture and it will surprise many to learn that the S-type consistently outsold the Mk2 when they were produced in tandem. In 1965, for example, well over double the number of S-Types (9741) were made.

DRIVING AND PRESS COMMENTS

You'd think that the addition of the E-type's independent rear suspension would have enthusiasts drooling over S-types, but on the road the more skittish Mk2 remains the most preferred thanks to its sportier feel, helped by success in motorsport, no doubt. It did, after all, win the first-ever European

WHAT TO LOOK FOR

GENERAL

- S-type and Sovereign may be largely Mk2 derived but the 420 has some XJ6 components as well. And due to rarity and past lack of popularity, body and chrome parts are becoming hens teeth to source with many, such as 420 front wings, now obsolete.
- Because they are not as coveted as Mk2s and it's only now that serious money is being spent on them, expect to find some old bodges and dodges and don't expect originality to have been a priority.
- The 3.8 was the best selling S-type by an appreciable margin (a third) and don't be surprised to find models uprated to 3.8 spec. Similarly, you may find 420s fitted with XJ6 engines, usually identified by the later fluted cam box covers.
- There's even more wood and leather to restore than on a Mk2 so don't underestimate the cost of a refit. A new dash (padded on the 420) can cost thousands for example while a full interior makeover can run to £10,000 and S-type values don't generally dictate such expenditure. But one day they may.

WHAT TO LOOK FOR

BODY & CHASSIS

■ As with the Mk2 the main areas for rot are the chassis box sections and the front cross-member, particularly at its 'crow's feet' which are welded to the valance and cross-member. Check these areas with utmost care as repairs are involved and expensive so bodging was common over the decades.

■ Sills, both inner and outer, are common corrosion areas so lift the carpets up and have a good poke around. Also inspect the floor pan and boot floor. While crawling underneath (and you should) check the IRS rear suspension cradle and attachment points – if they're corroded then the whole assembly can pull away under hard acceleration.

■ Repairs to the rear are more complex than a Mk2's due to the double-skin bodyshell. Check the floor and also the twin fuel tanks which seem more prone to rust and subsequent leaking than the Mk2.

■ Serious but not so terminal are the door bottoms, wings and the front 'snout', the latter of which can rust badly and is frequently disguised with some filler and a splosh of underseal for good measure.

■ S-Type front wings cost the thick end of £2700 but at least they are available; 420s aren't and are bodged using XJ6 repair panels which are a tolerable but hardly identical match. It depends how much a stickler you are for originality.

■ One quick way of ascertaining the quality of a restoration is to inspect inside fuel flaps to see if they look as good as the rest of the car. A thorough restoration wouldn't miss this small detail.



Rear end is along lines of MkX; some panels are scarce


S-type dash was mix of Mk2 and MkX. Dear to restore



Mechanically the S-type is mostly Mk2 but there's not many common body panels and they are more expensive


Wire wheels suit car although few 420s sported them


XK is as good as ever; 3.8 fastest, 3.4 the smoothest

Touring Car Championship way back in 1963. Yet Jaguar test drive legend Norman Dewis told **Classic Motoring** that he liked the S-type better for its more secure handling and better ride. It depends what you are after – if you favour comfort and cruising most of all then go for the S-type.

Due to its lighter weight and better aerodynamics the Mk2 is the more agile cat. A 3.8 S-type is only marginally quicker than a 3.4 Mk2 but on the other hand the 420 is a bit of a Q car, the manual passing 60 in a highly creditable 9.2 seconds and almost 120mph when new but with "little performance gain over the automatic" remarked one road test.

Where the Mk2 scores is in straight-line speed no doubt due to its lighter weight and slightly superior aerodynamics.

Generally, a 3.8 S-type is only slightly quicker than a 3.4 Mk2, although the 420 was a bit of a Q car, hitting 60 in a highly creditable 9.2 seconds and almost 120mph but with "little performance gain over the automatic" remarked one road test.

In 1967, *Motor* magazine summed up the 420 (Automatic) saying that despite its E-type pedigree, "This is not a car with any strong sporting pretensions" although contradicted itself somewhat by reckoning



Nice touches signified S-type more upmarket than Mk2



Check condition of fuel flap, a point many restos neglect





One area the S-type scored over Mk2 was interior space



S-type wings are very dear but 420s are now obsolete

the manual version test car (a rare Daimler Sovereign, incidentally) was more sporting than many sports cars! *Motor* found that by upping the tyre pressures to a bloated 34psi it improved the big saloon's agility.

There's little argument that the S-type feels far more polished and planted compared to a Mk2 thanks to that superior rear end plus and ride is a lot smoother.

The respected weekly regarded the S-type as one of the most comfortable cars ever produced and was a marked improvement over the Mk2.

Also impressive and vastly superior to the Mk2 is luggage space, a result of the S-type being seven inches longer. The cabin feels decidedly roomier thanks to a flatter roof line and steeply rake rear screen to increase headroom. Slightly thinner MkX front seats liberated a touch more legroom, too while that elongated tail meant a more usable 19cuft of boot space against the Mk2's measly 12cuft.

Economy will never impress mind; a wallet-wobbling 15.3mpg from a 3.8 automatic model back in 1964, (after rocketing to 60mph in over 14 seconds) reckoned one weekly. Strangely, manuals fared little better when overdrive should have come into its own, perhaps the added

WHAT TO LOOK FOR

ENGINE

■ Listen for over-silent tappets (meaning the cam shims are worn and need replacing – a DIY but involved job that's best carried out when doing a decoke), and rattly timing chains, the bottom ones being the worst to replace.

■ Oil pressure on a healthy XK unit should be in the region of 40lbsqin at 3000rpm when good and hot. Watch for valve guide and bore wear (smoking under hard power or at idle) but don't be over-concerned by excessive oil usage: XKs like a drop of full-bodied 20W/50 at the best of times – try a 20W/60.

■ On the other hand, they also love to leak the stuff! Prime areas are warped cam covers and – more likely – a leaking rear crank oil seal. You'll have to live with the latter unless really bad because it's an engine out job to rectify with upgraded replacements and will cost around £1000. You might wish to carry out an overhaul while you're at it; a proper job costs around £4000.

■ Overheating XKs are not unknown of course but hardly as common as many would have you believe either. It's usually due to furred up waterways, caused by low-quality anti-freeze gumming up the channels over the years. Take the car for a good long run to check that all is ok.

■ Don't be tricked into thinking that all is well if the car runs over cool. Perhaps the thermostat has been cunningly removed. The S-type featured a superior cooling system to the Mk2 and the heater should be better too.

WHAT TO LOOK FOR

TRANSMISSION

■ Although the Jaguar gearbox is better, both units are characteristically heavy and slow to use but watch for weak synchromesh causing gear crash when shifting up or down. If overdrive is fitted, check it works quickly and smoothly (may just need a service).

■ Rear axles are known to leak oil and are harder to fix than on a Mk2 due to the independent rear suspension set-up plus the bearings in the alloy hub carrier can fail, leading to clonking.

■ Listen for undue noise and roughness from the limited slip diff, if still fitted, it's quite possible the axle ratio may have been changed on an automatic. A rebuilt axle will cost £2000 or more.

■ Three-speed auto boxes are lazy affairs but smooth and long-lived. Inspect the fluid: it should be clean and not smell 'burnt'. If it does then it suggests wear. Check for slipping, slow, clunky take up and loss of ratios. Try the box in manual modes but bear in mind that on the later (Daimler-sourced) Borg Warner Type 35 unit, 'D2' position allows the car to move off in second for smoother, slower progress so don't assume there's something wrong.

■ Clutch replacements are a major job and beyond the realms of many home mechanics because the engine and transmission have to come out as one. And it's real heavy duty stuff.



Clockwise: 420 dashboard has padded top; rear is same as S-type; 420 unit has more torque than 3.8





weight meaning more right foot being applied more of the time? There again, you're hardly going to use yours every day so does it matter. And why not consider an LPG conversion; the boot's big enough!

VALUES AND MARKETPLACE

It has to be an image thing – surely? Typically, the superior S-type realises around 65 per cent the worth of an equivalent Mk2 and it has to be a superb example (the 3.8 being the most desirable) to break the £20,000 barrier. Most fair cars go for around half of this, while restoration runners start from £4000. The strangely unloved 420 is the most affordable of them all being in the region of two-thirds the price of an equivalent S-type.

There's always exceptions in the classic car world – Lancs-based Kult Kars (01253 734199) is advertising a last-of-the-line 3S-type (a manual with overdrive 3.4) at £34,995 which is massive money for this Jaguar but that said, the car has been thoroughly restored which, Kult rightly says, would probably cost over double the price now being asked.

Peter Bell of the JEC says the S-type is a much underrated Jaguar and well worth considering against a poorer condition Mk2 for similar money. "I always advise to buy on condition rather than model," he told us.

Having owned S-types since he was 17 and currently holding a pair of the best left, it's fair to say that specialist dealer Robert Hughes is an S-type fan and he says that if

THREE OF A KIND



DAIMLER V8 250

Perhaps the Daimler is more in character with the S-type than the Mk2, because the accent is more on smoothness and refinement. What that lovely V8 lacks in pace against the XK (although it's better than the 2.4) it compensates in its sweetness and flexibility. The interior is more akin to the S-type's cabin too, and both score over the normal Mk2 in terms of value but prices are starting to rise.



ROVER P5

A fine cruiser that's a roomier, cheaper Mk2/S-type alternative. The P5 is pure class and what it lacks in sportiness makes up for everywhere else. Very smooth both in straight six and the more respected V8 form with the former having the edge for refinement if not speed. Values are climbing for good ones but on the other hand there are a lot of poor ones around as rust is rife and a P5 costs Mk2 money to restore.



TRIUMPH 2000/2.5PI

While most sports enthusiasts steer towards Dolomite Sprints and Stags, don't overlook the forgotten 2000/2500 saloon that was the BMW 5-Series of its day. A silky smooth straight six makes the Triumph refined (if overdrive is fitted) and quite quick (especially in carb-fed 2500S form) while estates are very useful yet classy holdalls and the entire range represents strong logic and value for money.



Later 420 is even more impressive and cheaper. MkX-style nose improves the looks we reckon

he only could keep one classic then it would be an S-type and not necessarily a 3.8 either as he says anyone new to the car would find it hard to tell the difference in performance between the engines.

The Weybridge, Surrey dealer cites the Jag's great comfort, refinement and handling that's on par "with a 1992 XJ12" as its best points although admits that it is highly unlikely that the S-type will follow in the tyre tracks of the Mk1 and actually overtake the Mk2, value-wise.

Robert Hughes says the later 420 (and the more upmarket Sovereign) has a different character to the S-type and is more akin to an S1 XJ6, albeit more compact, so it depends what you want although adds that he doesn't like modified cars, many of which he feels aren't done properly and rob the true spirit of a car, not simply S-types.

IMPROVEMENTS

Do you take the view of Robert Hughes? He may have a point because while uprating an S-type for modern use is similar to improving a Mk2, fewer owners do so. Jags don't have to overheat and a good, upgraded radiator with a Kenlowe electric fan should cure any boil ups (the 420 already used a mechanical viscous type); the S-type's cooling was of a better design than a Mk2's anyway.

As the S-type is heavier and slower than a compatible Mk2, more performance may be appreciated and there are various routes to take, but using later 340 head is a good, cost-effective tweak along with E-type cams. If you're happy with stock spec, then consider an electronic ignition.

As the S-type is more of a cruiser than the Mk2 you don't want to spoil the serene ride so just overhauling the suspension set-up and renewing the Metalastik mountings can work wonders along with new springs and dampers (although you can go slightly firmer here to control roll).

If the brakes are in good order, they'll suffice, but the 420 has a superior front set-up that's worth fitting to earlier S-types and Mk2s for that matter.

Overdrive makes the going easier on manual models (you can fit the S3 five-speed with a bit of graft and lots of cash) but automatics can sound and feel fussy irrespective of model. The answer is to fit a taller axle ratio or a later Jaguar four-speed gearbox which has an 'overdrive top' but the job is likely to run into thousands.

VERDICT

Isn't it amazing that a 1960's Jaguar that's demonstrably better than the Mk2 it is based upon is less popular? We can't see it staying that way for much longer so why not own the Jag that the 'baddies' used on the silver screen and steal one while you can at a bargain price. The S-type and the later 420 is, legal, daylight robbery.

WHAT TO LOOK FOR

RUNNING GEAR

■ S-types are hefty things so springs and dampers wear fast. See that the car sits straight and true. If replacing springs, ensure that you get the right ones as the heavier S-type used different rates to the Mk2.

■ Similarly the steering joints suffer from more wear, as do the steering boxes (roughly £250 and £500 for a PAS). There's a cluster of bushes that deteriorate; polybushing is popular as they last longer and give a more precise feel.

■ The rear suspension is located on a special sub-framed cradle with insulating rubber bushes, that perish, causing rear steer and they're very awkward to replace (as are the inboard rear brakes). It's worth biting the bullet of a £2000 bill if a specialist does it, as a re-bush job transforms the car's road manners at a stroke. Polybushing is tougher, and improves handling but affects ride quality.

■ That suspension means inboard rear disc brakes are part of the package and apart from the difficulty of renewing the pads, they are prone to picking up oil from a leaking differential (very common).

■ Rear callipers are unique to this model to counter the added weight and dearer to repair or overhaul than on a Mk2. According to Peter Bell, technical advisor to the JEC, XJ6 ones are the best alternative.

■ S-types look great with wire wheels but you rarely see a 420 with them. Check their condition, for loose or broken spokes and spline and hub wear.

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DAP 298B
DAR 7S
DAR 12T
DAS 189
DAS 188
DAS 70M
D4 SSU
DAT 267
DAV 15F
DAV 16L
DAV 135N
DAV 135V
DAV 3N
DAV 135D
DAW 17T
529 DAY
DBJ 49
477 DBM
DBR 23S
DCZ 9
DCK 231B
DCK 238B
DCK 59B
DCK 68B
DCK 52B
DCK 53B
DCK 231B
DCK 75B
DCK 235B
DCM 94Y
2522 DD
7479 DD
DDE 96P
DDE 99P
DDE 98P
DEB 50N
DEB 24A
DEE 3L
DEE 41L
DEE 89L
DEE 585L
M9 DEL
DEL 126Y
DEL 180Y
DEM 953Y
DES 1N
DEV 3Y
9074 DF
8422 DF
2986 DF
46 DFC
4016 DG
DGW 401B
D34 BLO
DIL 402
DIL 6646
DIL 8858
DJI 7757
DJD 77E
947 DK
4859 DK
639 DKH
DM 6144
6462 DN
DN 3754
DNG 3Y
192 DNR
DOD 580Y
DOL 781
DOL 50N
443 DOL
DOM 41V
DON 513K
L36 DON
DON 875V
DON 54V
DON 55V
DON 35V
DON 42V
DON 62V
DON 60V
DON 37V
454 DOR
DOR 668
DOU 6K
DOV 688
DOW 17S
5469 DP
DRE 5S
DRE 64N
DRR 520B
DRR 521B
DRR 516B
DRR 504B
DRS 218D
DRS 262K
DRS 260J
DRS 761A
DRS 759A
DSJ 852
DSM 73X
8908 DT
DT 969S
DTO 292B
872 DTP
426 DTP
DUG 23Y
DUG 528C
DUG 55S
45 DVB
DWG 809G
DYL 101V
DYW 15
E
XEA 7X
EAN 11V
EAN 11S
F6 EAN
F7 EAN
F9 EAN
F8 EAN
JEA 501V
GEA 70N
E17 YES
EAZ 7
153 EBK
148 ECD
9 ECD
667 ECD
ECJ 66
EDD 87T
EDD 11T
EDD 17T
EDD 13T
B16 EDD
EDD 51T
EDD 181T
EDE 86R
EDE 87R
E6 ENS
EDE 89R
EE 9471
EFC 308A
405 EFH
4 EFJ
EFX 317C
509 EHA
EHJ 904H
EHJ 958G
EHJ 958H
EHL 50
EKA 750
5607 EL
EL 67
8127 EL
LEL 150N
SEL 150N
LEL 107T
ELL 187T
ELL 4Y
ELL 152J
SEL 50N
ELW 15Y
ELY 107T
EMA 635S
EMA 67X
EMA 628F
EMA 317X
EMA 65K
EMA 63X
EMA 46X
EMD 57B
831 EMD
EMV 504T
ENR 38
90 ENR
EPD 59V
EPM 48V
ERE 3N
ERG 73
ESE 136
EST 116D
E551 TON
EST 87D
EST 57D
8361 ET
1306 ET
ETA 18
EU 20
EVE 383
EVG 550H
EVG 714
EVG 559H
EVG 608H
EVN 230L
EVO 7U
W5 EVO
32 EWD
7 EYL
F
FAB 59S
92 FAB
FAC 115S
F46 ANG
FAJ 53L
FAJ 51L
FAJ 56L
5 FAJ
FAK 13Y
TFA 12R
FAR 7Y
FAS 77T
FAC 80Y
FAT 80Y
FAT 139Y
FAX 11V
FBK 825
FBR 83
533 FCG
FCR 888
62 FCY
9229 FD
TFE 4R
F36 ANS
HFE 1N
FLE 51Y
FEY 309D
FEY 301D
FEY 308D
FFB 811
FIL 65
4 FJF
FLA 565S
91 FLA
FLA 91T
645 FLD
FLE 53T
86 FLF
179 FLY
8179 FM
3588 FM
1263 FM
2641 FN
7553 FN
FN 6L
FOO 71Y
AFO 12D
FOS 733R
572 FOT
FOW 153X
FOX 701V
FOX 6S
3 FOY
7 FPP
FRO 57T
FRO 64T
FRO 664T
FRO 64T
FRY 5V
FRY 5S
FUG 3Y
SFU 110N
FUR 70N
FUR 91Y
FUR 3Y
FUR 12Y
FVL 177M
FWE 65H
FYJ 777
G
LSG 41N
64 LS
GAL 73N
GAM 811N
A688 GAP
GAR 189L
G4 ROT
GAR 501N
GAR 17X
GAR 140Y
GAR 16N
GAR 1D
15 ASK
TPG 4S
GAT 3N
G4 VEN
GAV 117S
GBF 82
GCN 254
693 GCR
GCS 141
GDE 444W
GEF 340V
GEJ 20
6 ENS
GEN 77S
GEP 21
63 RRY
166 ERY
GER 1A
68 GFR
GFX 457D
GGL 273
61 ANT
GIL 15
GJI 4728
GJY 401
GKC 50
GKC 85
GKK 7V
GL 5918
GLA 231T
H161 ENN
GM 6585
GNH 79B
GNJ 63
GNR 74
GOB 81L
GOB 5W
GOB 82N
OOO 560D
GOL 81N
GOL 50N
NGO 1D
GOO 1E
GOR 3Y
GOR 84N
GOV 88W
GOW 9N
999 GP
8 GPR
8 GR
GRA 731V
GRA 990N
GRA 78N
GRA 70N
GRA 730V
GRA 318V
GRA 758N
GRA 290V
GRE 93B
GRE 16K
GGR 33N
HGR 33N
GRE 58N
GRE 610N
GRE 950N
GRE 33N
GRE 380N
GRE 1N
ERE 3N
GRE 83
GRE 609N
6 RUB
GRY 565N
GSG 60
GSK 779
GSK 337
GSL 734
76 TGG
GUI 1
T900 GUN
GUN 58N
GUR 13N
GUS 89K
6 UV
GVG 889K
73 GVM
T8 GYM
H
3207 HA
8473 HA
HAB 84S
HAB 18N
HAB 18J
HAB 40S
HAB 40J
HAB 86N
HAG 3E
HAH 11V
HAH 460T
479 HAT
HAL 58N
HAL 4N
HAL 550N
HAM 53N
HAN 120W
H417 SEN
J114 NDS
HAR 1T
APY 64A
HAR 7T
WHA 731S
HAR 13L
HAR 81Y
VHA 121S
HAR 153N
HAR 775Y
HAT 58N
HAR 19Y
HAV 706N
415 HBC
851 HBC
HBF 406
HC 7831
HCK 144E
HCT 58
HDS 289G
HDS 291G
HDS 279G
HDS 733H
MHE 4P
KHE 4P
HED 63N
HEG 50N
HEL 317V
HEL 317S
HEL 31V
HEL 41V
HEN 670N
HEN 70N
HEN 71N
HES 70N
HES 46
HEW 377S
HEW 177W
HEX 3N
98 HFK
HFG 307S
38 HGG
AOH 188S
AAH 188S
S111 CKS
HIL 157
200 HKJ
HL 8674
146 HLU
HN 5141
HNB 107D
HNM 5
HO 1234
HOL 735N
HOB 850N
HOB 85L
HOB 50W
JHO 887U
HOB 85H
HOD 635N
T33 HOG
HOL 70N
HOL 78N
HOL 7W
HOO 51N
HOO 50N
HOR 53N
F111 HOR
HOR 58N
HOR 701N
HOR 733N
HOR 701N
HOT 70N
448 HOV
HOV 154W
HOW 977J
HOY 733N
8927 HP
9287 HP
HRT 33
928 HTW
HUB 42D
HUB 36N
HUG 637S
HUG 637T
HUI 19
HUM 133G
HUM 813S
HUN 7N
HUN 71N
HUP 1N
HUR 57T
144 HUR
HUR 57V
HUR 7Y
WHU 770N
CHU 780N
HUT 701N
HUT 10V
HUT 11V
HUT 76N
HVG 890L
474 HYD
HYE 28
9 HYE
I
9301 BH
III 18
J
JA 3638
JAB 81N
JAC 588N
JAC 946V
JAC 264N
JAC 687V
JAC 980V
JAC 941V
A864 JAC
JAC 35V
JAG 163Y
JAK 356W
JAL 53N
JAM 53E
JAM 53M
JAM 190W
JAN 35S
JAN 38A
E259 JAN
B898 JAN
JAP 17N
JAP 5
JAR 35Y
JAR 60N
JAR 120N
JAR 280N
JAR 50N
NJA 50N
J45 ONB
JAS 70N
GJA 50N
HJA 50N
JAT 117T
JAT 437T
JAV 51W
JAW 964
LOJ 2K
JAY 51N
JAY 833N
A364 JAY
A199 JAY
JAZ 59
JBB 906
JBM 990F
JBX 720N
JCR 999P
JDY 200
JEE 1P
JEL 50N
JEM 41
11 JEM
JED 35H
JES 1W
RJE 5S
JES 53P
JEY 616F
JEY 516F
59 JGN
24 JGN
7127 JH
JJ 5067
758 JKA
M9 JKC
JKS 28P
82 JLA
JM 8753
JMA 967K
JMA 917K
JMA 914K
JMA 915K
JMB 444C
587 JMP
JMR 702
JN 3773
4407 JN
JOA 73N
JDB 50N
C233 JOE
JOG 3R
JOH 1K
C994 JON
JOH 17P
JON 53N
JON 49E
JOS 11L
JOY 376N
JPB 448C
JPG 5
532 JRR
JRS 90V
JSA 238G
JSH 552
JSK 204
JSR 640
JSS 963N
JSS 960N
JSS 966N
JSS 962N
JST 284N
JTR 308D
JUD 68S
JUF 648
JUK 5W
JUL 106N
JUL 104N
JUL 113N
JUL 16N
JUL 108N
JUL 110N
5 JUN
JUX 351D
JVG 757M
JVG 756M
JVG 650M
87 KBP
73 KBP
KBS 5
KCD 419
KCH 69N
KCH 55N
KCH 38N
B16 KCH
KCH 75N
KCH 59N
KCH 74N
KCH 68N
KCH 56N
KCH 73N
KCH 82N
KCH 76N
KDG 89
KEA 524
KEG 793Y
700 KTF
KTS 91G
90 KTW
KUN 189
6888 KV
5428 KV
1949 KW
KWA 83
KWC 688
KYA 51N
K77 KYD
84 KYD
KYL 13M
KYL 13S
KYL 58S
9 KYM
KYM 774X
L
LAB 37T
CHOOSE YOUR INITIALS!!
Prefix Plates
1. First pick letters with A-E, G, H, J-Y
2. Numbers 1-20 (higher numbers subject to availability)
3. Add your 3 letters (not I, Q or Z)
B4 NEY
example
Current Style Plates
1. First pick 2 letters (not I, Q or Z)
2. Choose from 51, 02, 52, 03, 53 04, 54, 05, 55, 06, 56, 07, etc
3. Add 3 letters (not I or Q)
AD15 SDN
example
2604 JW
JWO 96N
JY 9184
JY 632
JYC 25
JYM 297K
K
913 KAB
KAE 112B
KAJ 53N
KEN 33P
KEN 5S
KEN 51P
K3 NOC
KEN 14P
KEN 54P
4317 KF
KFC 47
KFM 73
KGD 71L
LAL 14W
LAM 88B
LAM 85P
B16 LAP
BUY 14W
LAW 59W
LAY 10N
LAY 685
LAZ 8
LBF 57
MCW 84Q
MCW 85Q
MCW 89Q
MCW 94Q
MCY 94E
MCY 95E
MCY 226K
MCY 71E
MCY 75E
MDM 653G
MDM 655G
3511 ME
LFM 310N
MEL 145P
MEL 15F
MEL 154P
MME 110R
MEP 52A
MES 878
MES 53Y
MFA 54
MFC 805S
MFF 949
MFO 283
MGL 927N
9339 MH
4521 MH
MHK 9P
222 MHY
338 MJH
MJU 2
MLO 17
MLC 11P
MLC 14P
598 MM
6728 MM
740 MM
179 MM
167 MMT
MNH 53K
MNN 38D
MNN 50D
MNN 51D
MNN 43D
MNN 60D
MNN 49D
MNN 2D
MNN 34D
MNN 37D
MOA 72X
MOC 7P
MOE 566X
MOE 333X
MOE 96P
MOE 886P
MOG 772X
MOG 735X
MOG 810X
UMO 110Y
RMO 113R
MOL 73N
M1 OOR
MOR 73R
MOR 155R
MOR 318Y
MOS 3SS
MOS 51S
MOT 3L
MOV 19X
MOW 13R
MOW 3R
MOW 9R
MOY 124P
6 MPR
MRC 50P
MRC 51P
MRC 41P
MRC 46P
MRR 38P
MRR 45W
MSJ 59N
MTC 555C
9158 MV
MVG 749C
MVG 720C
MVG 508C
MVG 700C
MW 8743
MWC 6P
MWL 45
444 MWP
777 MYC
MYR 46X
MYR 4P
N
NAD 99M
NAJ 18W
NAJ 19P
NAN 70N
NAS 54R
NAS 70R
NAS 553
NAS 13R
NAS 61R
NAS 628
NAS 45H
N4 THS
NAT 1S
NAV 303F
NAV 330S
NAV 300F
NAV 290F
NAV 292F
NAV 288F
NAV 304F
NAV 299F
NAV 287F
NAV 317F
NAV 295F
NAV 297F
N42 EEM
1807 NB
6505 NB
NBD 52
NBN 50
9273 NC
NCP 267
6553 ND
NDD 958
NED 87P
NEE 42
EHN 335H
NEJ 38R
NEJ 30R
NEJ 64R
NEJ 65R
NEW 5SS
NEW 574R
NEW 2P
NEW 42P
NFC 309S
NHE 888
NIB 3333
NIW 72
NJ 364
NJ 454A
NJW 254P
204 NKE
840 NKR
424 NKR
NMG 98
6 NMK
805 NNN
95 NNO
NNW 5
NOB 80X
NOB 13X
NOB 56X
279 NOB
NOW 712
NOM 88
NOW 938
NOW 549
NPA 910
NPC 310
NRG 71
2222 NS
NSE 87V
NTL 141F
719 NTW
NUS 7Y
NUT 1E
NV 9830
NWF 28P
NWT 5
NYC 6L
NYK 5Y
3748 NZ
O
OAK 7M
OAK 3S
B1 OAP
OAP 972
OD 620
ODE 139F
ODE 122F
ODE 116F
ODE 117F
ODE 141F
ODE 119F
ODE 112F
OEY 620J
OK 9362
OLY 268P
OMY 452P
ONE 11H
ONE 7L
OO 2698
OO 1066
P
PAB 436
PAD 63T
PAD 335R
PAD 742
PAD 260W
PAG 33E
PAL 70R
PAL 5M
E5 PAM
PAM 11D
PAM 222R
PAM 14R
PAM 8R
E7 PAM
PAM 150R
PAM 50R
PAM 15R
PAM 16R
PAN 7S
PAO 107P
PAO 106P
PAO 105P
PAO 108P
PAR 777S
PAR 53L
PAT 2
PAT 34M
PAS 53SS
PAS 5S
PAT 47M
PAT 18M
E3 PAT
PAT 31S
A972 PAT
PAT 34M
E5 PAT
D735 PAT
A460 PAT
A739 PAT
S121 PAT
PAU 144R
PAV 62J
K7 PAY
PAZ 6
PAZ 1
PAZ 4
PBE 39
PBN 822
PCD 667
PCS 51R
5376 PE
PEA 73R
PEE 805S
PEG 53M
PEG 5R
PEN 677S
PEN 155S
PEN 115S
PEP 3R
PEP 53Y
PER 8R
PER 121N
PER 177N
PER 855
PES 76J
PET 80Y
RPE 73R
RPE 78R
PGF 2PF
4244 PF
19 PFM
PFN 25S
1258 PG
PG 8016
5695 PG
S6 PGJ
8 PGJ
PGU 938K
3745 PH
5653 PH
PHA 998
PHH 153P
PHH 57P
P111 LGK
P111 LOK
PHJ 863K
PHW 27R
PHW 29R
PIA 9746
JW2 YE
PIJ 3252
PIL 15
PIL 4
PIL 111
3588 PJ
7461 PJ
655 PJH
PJT 407J
2429 PK
PKH 130P
693 PKJ
3546 PL
BPL 47T
APL 47T
PLA 3R
PLA 73R
PLE 888
PMB 890L
PN 7018
A162 PND
LPO 111Y
POM 33Y
POM 3Y
PON 66Y
POP 574R
POT 312S
POT 1N
POW
905S
POW 311F
4288 PP
2688 PP
482 PPF
PPP 475
PPV 134M
PRC 57W
PRD 653R
PRO 553R
PRU 783
PSN 690H
PTH 67S
PTH 37S
PTH 34S
PTH 64S
PTH 35S
PTH 38S
PTK 90
PTM 499
7 PTS
PTU 977B
PUE 236
PUE 158Y
GPU 113N
PUL 14N
A6 PUM
PUT 5R
PUT 71N
PUT 8R
PUT 73R
PVV 109D
PVV 73D
PWA 58K
32 PWC
PWK 2G
PWN 6Y
PWN
900R
PWU 160P
49 PYD
R
9498 R
3091 R
1924 RA
897 RAE
752 RAE
RAE 785G
RAF 537Y
RAF 17Y
JRA 63N
RAJ 417M
RAJ 66V
RAM 303S
RAM 340H
RAN 737E
RAN 386L
RAP 574R
RAS 74S
RAS 914
RAS 916
RAT 553R
RAT 113R
RAV 769X
RAV 934R
RAV 75X
RAY 84R
RAY 93R
RAY 56W
RAY 81R
RAY 92R
RAY 24R
RAY 85R
RAZ 59
RAZ 21
872 RBH
RC 5807
3 RCA
RCH 84M
RCH 84M
RCH 28M
RCH 48M
1569 RD
RD 3197
RDB 3R
751 RDV
916 REA
REC 703R
RED 51R
RED 64R
REE 805S
REG 45M
REG 417R
REG 428G
REG 417X
REG 51R
REG 417M
REH 308
REN 413S
REV 446S
REY 4T
REY 410S
333 RFM
RFM 824L
RFM 828L
RG 6659
RG 8305
RG 980S
RHR 253C
RHR 255C
RHR 257C
RHR 256C
RIA 932
RJG 176G
RJG 571
6475 RK
267 RKJ
RMA 498
207 RML
RMO
112R
RMO
159R
RNN 91M
RNP 9L
ROB 83Y
ROB 813Y
ROD 53N
ROF 3R
R86 ROS
RDG 6R
ROG 33R
ROJ 6R
ROS 90R
R9 LER
R6 LER
ROM 93Y
ROM 9Y
RON
843M
RON 582Y
RON 886R
RON 581R
RON 361Y
RON
882M
RON 579Y
RON 913R
RON 951Y
RON 687R
RON 336R
RON
897M
RON 810R
ROO 173Y
TED 120S
ROW 113Y
ROW 417S
ROX 103Y
197 RPD
RPE 8
RPF 3
RRL 53S
RSY 4L
RUB 3R
ERU 8Y
ARU 8Y
RUB 83R
RUD 4L
RUG 3R
RUG 504
RUG 63R
RUG 8R
RUS 11H
RUS 101W
RUS 683M
RUS 3L
LRU 5H
RV 9208
RVG 11
RYK 895
RYL 3S
S
S17 JNA
SAL 73R
WSA 11Y
C54 LLY
H541 MON
LSA 11Y
SAL 109X
SAL 7T
SAL 985N
SAL 556X
SAN 174Y
E54 NDS
W54 NDS
SAP 50N
SAR 81R
SAR 4M
SAV 382M
SAV 48E
SAX 944
SAY 170R
SAY 3R
SAZ 1
SBD 34
283 SBJ
SBL 40M
SBL 41M
SCA 74P
SCA 73P
SCA 115P
SCA 73R
SCA 83P
SCA 119P
SCC 107K
SCR 713L
SCR 33N
SEL 50N
SER 141S
SET 805S
SET 11S
SEV 99W
COO 193X
NET 53X
11 SCX
VEG 53X
UNE 53X
RUF 53X
SEY 63L
SGN 700
RSH 4W
SHA 66R
SHA 61N
SHA 41N
SHA 24R
SHE 80Y
SHE 138Y
SHE 412S
SHE 24R
SHE 458Y
SHE 8Y
SHE 12S
SHE 12Y
SHF 805S
SHO 127S
SHO 128
SHO 12T
S1 SHE
SHP 510W
SHP 9N
SHR 13Y
SHY 55S
F51 DHU
D951 MON
LPR 51M
RED 51M
SJW 130G
SKE 114M
497 SKJ
SKY 419S
SKY 766S
SLA 73R
SLA 93R
SLK 51R
SMA 113R
SMA 127L
S1 SNW
S10 AMS
SOE 8Y
SOL 5Y
GS OLD
SON 580Y
SON 7E
SOU 150N
J950 UTH
SOY 6R
SOY 3R
SPE 10W
SPU 125R
SPU 12M
SPU 12R
SPY 30N
SPY 80X
SRL 89M
SRL 93M
SS 3504
SSB 512L
SSG 89P
SSG 94P
SSG 83P
SSG 999P
SSG 93P
SSG 96P
SSN 691
SSO 58G
F5 TAG
B57 AGG
FDS 733D
D15 REV
W570 KES
F57 OCK
HSC ONE
9 TOP
W57 OCK
STO 788F
STR 470N
A451 STU
5 TUD
57 UBS
STU 813L
STU 607S
STU 985L
STU 395L
STU 295V
STU 601R
STU 255V
STU 106V
STU 318L
VBJ 4
4401 VC
555 VC
VC 138
VEA 73S
SUE 88W
8025 UE
83 SUE
SUL 114N
SUR 15H
SUS 51R
SUT 16R
SUT 13R
SUT 17R
V57 7S
SV 9561
SVR 79H
SVR 59H
SVR 59H
SYD 769
SYM 78
9886 SZ
2536 SZ
T
215 T
TAF 50N
TAH 533N
TAJ 134H
TAJ 736R
TAL 87R
TAL 881R
TAL 883R
TAL 181R
TAL 131R
TAL 3R
TAM 99S
TAN 14M
TAN 14Y
TAN 170Y
TAR 44M
TAS 235
TAY 116R
TAY 383R
TAY 119R
TBD 5W
TBE 93
TBW 34
TCE 7
5309 TD
TDU 2R
TDX 420W
T34 MUK
TED 5S
TED 298S
TED 661S
TED 972S
TED 298S
TEF 79R
TEF 74R
TEF 51R
TEF 79R
TEF 75R
W377 ONS
6449 WF
TEN 7T
TES 54K
TEX 3R
TFC 489
THE 123S
THE 139S
THH 57R
THH 59R
THH 58R
TIA 421R
TIB 8
TIL 75
TIL 3
TIL 7
TIL 15
TIL 6749
71 MMO
97 TKE
550 TM
TNC 94J
TNT 145R
TNU 700
TNW 81
TOB 813Y
H15 TOE
TOG 3Y
TOL 16Y
TOL 5H
72 TOM
TOM 45S
TOM 45N
TOP 65S
9 TOP
TOS 80X
TOY 5
TP 928
290 TPE
TPP 1
TPP 813
TRA 173R
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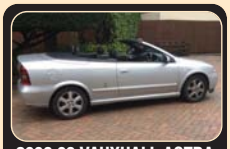
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WORDS BY RICHARD DREDGE **IMAGES BY** MAGICCARPICS & CLASSIC MOTORING



Trusty A-Series engine, many run later units

THE FACTS

Best model?	Cars with sympathetic upgrades
Worst model?	Ropey ones; restoration costs high
Budget buy?	Average cars with no mods
OK for unleaded?	No; you'll need an additive or inserts
Will it fit your garage?	L3499 x W1346 mm
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DIY ease?	Maintenance easy, body resto tricky
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Proof that the best things can come in the smallest packages

Baby brother to Big Healey, values are starting to soar





You don't have to spend a lot of money on a car to have a lot of fun in it – and nowhere is this more evident than with the Austin-Healey (Frog-eye) Sprite. Proving that a sports car doesn't have to have a big engine and lots of power, this diminutive bundle of joy is capable of providing far more fun than many classics several times the size – and price. Why don't you join in the fun?

HISTORY

1958 The Austin Healey Sprite MkI makes its début in May; it's the first British sports car to feature monocoque construction. Designed to be as basic as possible to keep costs down, as a result there's no heater or door handles – and not even a bootlid to get into the luggage compartment. Instead, this has to be accessed from behind the seats. The car is well received, but within five months the screen and hood fittings are redesigned to improve the levels of weatherproofing. Power's provided by a 948cc engine taken from the A35 saloon. After some mild tuning 42.5bhp was made available. The Morris Minor donates its steering rack while the gearbox, front suspension and rear axle are all taken from the Austin A35.

1960 From March sidescreens are fitted as standard in place of the previous side curtains. They were previously an option. And that's pretty much it in terms of Frog-eye development. That's because in little more than a year the model would be defunct, replaced by the less characterful Sprite MkII, which is also available as an MG Midget.

DRIVING AND PRESS COMMENTS

The Frog-kmeye may have been basic even for 1958, but that didn't stop contemporary reviewers from appreciating its appeal to



Frog still makes a fab club racer

Spartan cockpit, even the rev counter and heater were extras but we bet you won't find a Frog-eye lacking the former



Plain hub caps with AH markings

"Frog-eyes sell for more than later 'Spridgets' with much of the value placed upon the large bonnet"

those on a budget. From *The Autocar's* first review of the Sprite: "The advantages of the Sprite's conception are several, for while acceleration and speed at first glance seem modest, the character, behaviour, economy of operation and, not least, the low initial cost combine to make a very rewarding total".

Despite the A-Series engine not even quite running to a litre, the Sprite's low frontal area and minimal kerb weight (just 665kg or 1463lb) gave the Frog-eye an agility – and stronger performance – that some bigger cars just couldn't match. Capable of despatching the quarter-mile sprint in 21.7 seconds, the tiny Austin Healey was just half a second shy of what the 1.5-litre MG Magnette could achieve.

The Frog-eye may have been pitched as a sports car, but it was its handling and economy that provided the greatest appeal, rather than outright performance. As *The Autocar* wrote: "The Sprite is at its most satisfying on winding roads, on which its exceptionally good roadholding can be appreciated to the full. With but 2 1/3 turns of the wheel from lock to lock, the rack-and-pinion steering is very precise. The way in which the Sprite goes around corners is a delight. Unexpected bumps do not catch car or driver by surprise and on wet roads the car remains predictable and safe. The structure as a whole is extremely rigid. Even on rough surfaces there is no trace of scuttle shake".

The praise continued, with the Sprite getting a thumbs up for its comfortable, supportive seats, quiet transmission, perky engine and strong brakes. Roof-up refinement was an issue though, and the fact that the exhaust sheared during the test didn't go down too well. But overall the new Sprite clearly had the makings of a great car, the verdict running: "The little Austin Healey Sprite has the sort of charm that



Smiley faced bonnet expensive to source

WHAT TO LOOK FOR

GENERAL

■ There's not much interior trim as the cars were fairly basic. Carpeting wasn't a feature – rubber mats graced the floors instead. Many interiors now have carpets on the floors, but repro sets of rubber mats are available, at £40 per set.

■ Few cars carry their original (overlarge) two-spoke steering wheel, as even when they were new many were thrown away in favour of a wood-rimmed one. Original wheels are now hard to find, although few people seem to worry about anything non-original.

■ The (optional) rev counter works via a mechanical drive from the back of the dynamo. Replacements are expensive but the original units are pretty durable. Instrumentation is often incorrect or not working – and replacements are expensive so make sure you won't need to buy anything.

■ The Sprite's electrical system is very simple, so there's not much to go wrong. Heaters were an optional extra so there's often only the car's lighting and ignition wiring to consider. Despite this, electrical systems are frequently bodged. Its simplicity makes it easy to check, so have a good look round or you could end up with all sorts of problems.

■ If the rear lights are damaged you can replace them with MGA or TR3 units, as they're the same. Control boxes for the car's electrical system also fail, but as there are no moving parts it's impossible to tell how much life is left in a unit. Replacements weigh in at around £25.







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It's odds on that prospective buys will have been modified to some extent and most are worthy upgrades

WHAT TO LOOK FOR

ENGINE

- The engine was the same as that used in the A35, but with twin SU carburettors instead of the A35's single Zenith. It was also fitted with stronger bearings, valve springs and exhaust valves.
- Not many cars still have their original 948cc engine as most have either bigger units or rebuilt items fitted by now. If you're after a Sprite still featuring its original powerplant, see if its serial number begins with 9C-U-H. That won't tell you if it's the original engine (you'll need a Heritage trace certificate for that), but you can at least tell if it's the correct version for the car.
- The A-Series doesn't like unleaded, so an additive has to be used or valve seat inserts have to be fitted.
- It isn't known for its ability to retain oil, and if you're looking at a 948cc fitted with a scroll-type rear crank seal there's almost no chance of it being oil-tight.
- If your quest is to track down a car that's original in every respect, make sure the carburettors have brass tops, indicating the correct 1 1/8in versions. Later plastic-topped 1 1/4in units are often substituted.
- Starting from cold the oil pressure should be 60psi – once warmed up expect 40psi at 1000rpm. If there's much less than this you can expect to have to rebuild it before long.
- Tappet noise is a part of Sprite ownership, as is a rattling timing chain. If you find the timing chain too noisy a Duplex assembly can be fitted to make it run more quietly.

grows with acquaintance. It exhibits so many pleasant characteristics on the road, does much more – and does it better – than the specification suggests, and shows every indication of providing many miles of lively motoring at very low operating cost".

VALUES

Terry Horler of the Midget & Sprite Club has written numerous books on these cars and knows the market inside out. He comments: "Frog-eye values have shot up over the past couple of years to the point where a decent car with an all-steel body will now cost at least £12,000. Something roadworthy but with a glassfibre front end is closer to £10,000 while the best Frog-eyes can go for as much as £20,000. An interesting history can push values up even further, but such cars are rare".

There was a time when a lot of Frogs were coming back from the US to be sold as projects, but that's largely dried up now. There are still quite a few projects available, but they're invariably UK cars that have been in long-term storage. For a car that's complete but needing a total overhaul you'll pay at least £3000; spend less and you'll probably have key parts missing that will be hard to replace. Items such as the correct instruments, steering wheel, dynamo or 1 1/8-inch SU carbs are all hard to find, so make sure they're there if buying a project. Buy the right



Best cars can sell close to £20,000 says the club, tidy cars for half this

project and restore it on a DIY basis and you could turn a small profit.

Horler continues: "Cars tuned in period are rare and fetch a premium; look out for Frog-eyes pepped up by Donald Healey Motor Company, BMC Special Tuning, Alexander, Nerus or Speedwell, the latter being the most prolific of the lot. There were five genuine Sebring cars made in period, three of which survive. Because they're so valuable (at least £85,000) and rarely come up for sale there are quite a few replicas around.

"Building one of these isn't all that straightforward so it's no surprise that a Sebring copy – if done well – will also fetch more than a regular Frog-eye".

Between 1985 and 1999, the Frog-eye Car Company built 130 glassfibre-bodied Frog-eyes. Initially offered as a bodyshell into which a rotten Frog-eye's mechanicals would be installed, many cars ended up being fitted with modern running gear. More usable and with no worries about originality, these modern-day Sprites can fetch anywhere between £10,000 and £15,000 depending on condition.

IMPROVEMENTS

There are all sorts of changes you can make to a Frog, some of which are worthwhile, many of which are not. Before making changes make sure that anything you do is reversible, at least if you think you might not keep the car forever. Many buyers are happy to drive something non-standard, but this is now a car that's moved into the realm of the collector – which means originality is increasingly becoming the key.



Sprite was the first 'affordable' sports car that lead to the Midget and Triumph's Spitfire



WHAT TO LOOK FOR

RUNNING GEAR

- The Mk1 gearbox has syncro on second, third and fourth, although early gearboxes had weak syncromesh on second gear. Originals will have a smooth gearbox casing (visible down the back of the engine), which is often substituted for the later (1098/1275cc) ribbed version, offering greater strength and better ratios. Expect whining in first but a heavy rattle indicates worn layshaft bearings.
- Early steel-wheel half-shafts are prone to breaking, and with engine upgrades being popular they have an even harder time. Check the part number on the outer end of the shaft, if BTA 806, then it should be OK. A lack of soundproofing makes it easy to hear whines and knocks from the half-shaft splines once they begin to wear. Replacement half-shafts are available at £111 with wire wheels or £174 with disc wheels.
- The steering should be light and positive. If it isn't the chances are the assembly hasn't been greased regularly.
- To check for wear jack up the front of the car by supporting it under the front crossmember, and grip the road wheel at top and bottom. Try to rock it – if there's any play it may indicate kingpin wear. To be certain, get somebody to apply the footbrake while you repeat the process. If it's 'cured' a new wheel bearing is needed – if there's still play the kingpin bushes or lower links (fulcrum pins) are due for replacement.
- The front lever arm dampers lose their effectiveness very quickly, so check by bouncing each front corner. The rears are far more durable. Some cars have had a telescopic damper conversion, which is quite involved. The end result doesn't feel any better, but the replacement dampers will be much more durable.
- The master cylinder is a dual item, controlling both the brake and clutch systems. Check efficiency and look for leaks around the master cylinder, because if one of the bores is damaged or worn you'll probably have to scrap the whole unit and replace it with a new one, at £75 or so.



An original Sprite, kits are around to convert later cars to get that cheeky look at less cost

There's one exception to this rule and that's the engine; many Frog-eye fans don't mind if there's a 1098cc or 1275cc A-Series engine in the nose, rather than the original 948cc unit. However, if this is fitted there needs to be a disc-brake conversion, which currently costs about £1000 to undertake properly and the gearing should ideally be revised.

The A-Series engine always produced plenty of tappet noise, while a rattling timing chain is common too. If you find the timing chain too noisy a Duplex assembly can be fitted to make it run more quietly; a kit of parts is available for around £60.

Some cars have had a telescopic damper conversion, which is quite involved. The end result doesn't feel any better, but the replacement dampers will be much more durable than the original lever arm units. A full kit of parts is available for £600, with replacement dampers selling for about £100 per pair.

Other than this it's the usual items that you can attend to; halogen headlights, electronic ignition, wire wheels etc.

All of these are reversible but they make the Frog-eye more usable which is why they're all worth doing, although switching to wire wheels is a matter of personal taste. Move over to these and you'll need to find around £275 for the hub conversion kit while wheels are £145 for painted wheels and around £210 for chromed items. With cleaning much more involved and wear much more likely, don't bin those disc wheels without careful consideration first.

VERDICT

The Frog-eye was always intended to provide fun-packed motoring for those on a budget, and to a point it's still capable of doing that. But as with most classics, values have crept up in recent years to a level where there are a lot of other open-topped cars within reach, some of which are significantly faster and more luxurious.

That said, many of those alternatives don't have the character that the Sprite offers – and that's something which is harder to quantify. They're also often not as much fun; the Frog-eye might be spartan but it's just as enjoying the drive as many more upmarket sports cars.

WHAT TO LOOK FOR

BODY & CHASSIS

■ By far the biggest problem with Sprites is body rot. Worst culprits are the rear spring mounting boxes in the floor behind the seats. There should be a gap of three inches or so between the top of the rear tyre and the wheelarch. If the gap is much less the box has almost certainly collapsed, which means major surgery is needed.

■ A low ride height at the rear can also be down to a settled or broken quarter elliptic spring or a collapsed mounting. Check the latter, more serious, problem by ensuring that the lower edge of the spring mounting plate is parallel to the lower edge of the sill.

■ Sills and A-posts corrode, so check the gaps between the door and both the A-post and the B-post, which should be even. It's common for the gap to be narrower at the top, indicating sag in the bodyshell.

■ The rear-hinged bonnet incorporates the front wings and valance. Both of these tend to rust badly and the area around the bonnet hinges also dissolves.

■ While you're in this area inspect grille surround and the seams between the wings and bonnet top; all rot.

■ Another weak point is the battery tray, which collects water then rots through. It doesn't stop there, as the combined brake and clutch master cylinder can leak brake fluid onto the surrounding bodywork.

■ Check the boot floor where it joins the rear panel along with the footwells and area behind the seats.

■ If the inner sills have rotted badly, repairs will be involved. Similarly, rear wheelarches and lower rear wings can rust badly, and although repair sections are available it's not easy to effect a repair so expect to see past bodges here.

■ The bodyshell is the Frog-eye's weakness but the good news is that new high quality steel Wheeler and Davies Frog-eye bodyshells are available from Classicarco who also offers a comprehensive Frog-eye spares operation.Go to www.frogeyespares.co.uk.

THREE OF A KIND



MG MIDGET

When the Frog was facelifted in 1961 it was also offered in MG form, as the Midget. Once the Sprite had been killed off in 1971 the MG soldiered on alone until 1979. Never fitted with an engine bigger than 1.5-litres, performance is leisurely but these are still great fun to drive, easy to upgrade and simple to restore or maintain. There are plenty to choose from too; far more MGs were built than Austin-Healeys.



RELIANT SCIMITAR SS1

While Sprite values have climbed inexorably over the past few years, those for the SS1 have gone the other way. As a result this is probably the cheapest roadster you can buy – prices start at just £300 or so. There were 1300 and 1600 Ford CVH options along with a turbocharged Nissan 1800 Ti, the latter offering 0-60mph in just 6.9 seconds. With these priced from just £1500, it's the 'modern-day' Frog-eye but uglier.



TRIUMPH SPITFIRE

Simple to work on, easy to restore and well served by clubs as well as specialists, the Spitfire is the perfect cheap sportscar. There were 1147cc, 1296cc and 1493cc engines fitted across five iterations between 1962 and 1981. Early cars are getting collectable and more costly, but superb later cars can be picked up cheaply. If your budget is tight go for a MkIV with its 1.5-litre engine – it's all you need for fun.



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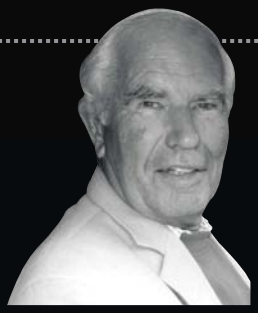
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Why I Loved **Crazy Frog**

Stuart still has fond memories of the spirited little Sprite tested nearly 60 years ago as well as the cars his brother bought



STUART BLADON
Ex Autocar tester

Usually there is need for a bit of research to find out when a particular car was tested, but not with this one. Very clearly remembered is the night towards the end of October 1959 when I was doing one of my illegal journeys along M1, which was due to be opened to traffic for the first time two weeks later. It was a clear night and as I batted along in the little Austin-Healey Sprite, seeing the way the headlamps lit up the string of cats' eyes and the still very unusual-looking direction signs, it suddenly occurred to me that I could take a picture of this.

WHO NEEDS A SELFIE STICK

My camera and tripod from an earlier photographic session were still in the back of the Sprite – well, you could hardly call it a boot because there was no lid – and there was not a soul about. The Sprite was stopped on the left lane, the camera set up on the tripod, and because I didn't know how long the time exposure should be, I guessed and knocked off three exposures on different time settings. One of them proved spot-on, and even showed the distant bridges for the Northampton flyover. I don't think you could do that today, at any hour of day or night! Just a fortnight later, on 2nd November, Transport Minister Ernest Marples snipped the tape and used a mobile telephone installed in a police car to authorise removal of the barricades, and the motorway was open. The picture which I had taken made a good heading shot for my article about the new motorway, published on 30th October 1959.

SPRITE WAS THE START OF SOMETHING GOOD

The Sprite which I was using was our second Road Test of the model. The first appeared soon after the announcement of the new little low-price two-seater sports car in June 1958, but my 1959 car featured the newly available hardtop made of glass-fibre. A silly nonsense of the purchase tax regulations, then in force, meant that buyers could save a fat £3 – a useful bit of cash all those years ago – by ordering the hardtop after delivery of the car. As an approved accessory purchased as an after-thought it cost £46 10s, but if it came with the new car it was subject to purchase tax and cost £49 11s 8d. With the hardtop came improved side-screens with metal edging, and I found that the light, unlined hardtop could be fitted or removed quite easily single handed.

As well as the hardtop, quite a long list of options was available for the Sprite, beginning with the all-important addition of a heater for £19, and BMC wanted £4 extra if you thought it ought to have a rev counter. If your search for a good used example of an early Sprite brings up one with no front bumpers, don't imagine that a previous owner has nicked them or taken them off to save weight; they were always an extra at £5 13s!

IT'S A SCREAM

Opening of the motorway soon revealed a problem evident with so many cars in those days: the gearing in top was too low for sustained fast cruising, and, in the case of the Frog-eye, with only 15.4mph per 1000rpm, it meant that the Sprite's willing A-Series engine



No such thing as a selfie stick back then, so Stuart used a tripod instead…



Frog-eye fitted with the hardtop bought after delivery to save a fat three quid!

"My brother bought one, sans Purchase Tax, for just £370"

was positively buzzing away at over 5000rpm at the 80mph cruising speeds which were the norm then *(sadly not now!-ed)*.

The top speed of the Sprite in this later test was 84mph, four higher than the earlier car had achieved, perhaps as a result of the better wind flow over the hardtop? Fuel consumption was a highly creditable 40.3mpg overall.

The interior mirror was mounted too low and was criticised in both tests. In the motorway picture it can be seen twisted upright to give a bit of view rearward, but later it was removed and replaced with a simple suction-fitting mirror for the remainder of the test.

BLADON BUYS ONE

A year after the test appeared I had a call from my brother Hugh, stationed out in Germany as an officer in the RASC, to ask if I thought purchase of a Sprite was a good idea, and if so how much could I lend him. I came up with £25 (*kid's pocket money these days but a lot of wad back then-ed*), and our father produced another equal sum, enabling him to put down £50 as the deposit on a new one. As a perk of being in the services, resident overseas he was able to avoid purchase tax, and in February 1961 Hugh took delivery of his first Austin-Healey Sprite from Brügemanns in Düsseldorf for just £370 comparing well with the £631 the British-resident customer had to pay! A friend took him to Düsseldorf to collect it but on the return the cars became separated and he had no idea where to go. In a new and unfamiliar car, in the dark and raining, his first drive in the Sprite was a frightening one, but fortunately uneventful.

In 1962 he sold it to a friend who used to drive as fast as possible round a circuit of roads open to traffic, trying to shave a few seconds off his fastest time, and eventually ran out of road and crashed it through a barbed wire fence. He had the presence of mind to duck down below the facia because he had removed the windscreen in the quest for more speed.

After repairs, it was painted red...

In June 1961 the Sprite appeared in Mark II form with an opening boot lid and headlamps built into the front of the wings, instead of protruding from the one-piece bonnet and wing structure like an after-thought which led to the unkind nickname 'Frog-eye'.

One of these was Hugh's second purchase. It still had only six-gallon (27-litre) capacity in the fuel tank, but as he was in command of a huge army petrol depot he had an unlimited supply of jerricans, and when returning to England for a spot of leave he used to pour in the contents of one of the jerricans on reaching Ostend, and the 20 litres from the can would always just refill the tank, confirming the 40mpg target that our Road Test had suggested.

The second Sprite, purchased in 1962 for £450 was changed for an MG Midget in 1963. The Midget had been added to the BMC range in June 1961 a couple of weeks after the Mark II Sprite was launched, and Hugh bought one of these in Cologne in 1963, but it was, he said, a disaster. It suffered from an annoying flat spot which no amount of effort at tuning and checking carburettors and ignition could cure.

After suffering it for a year, he sold it while on leave in UK and bought a Triumph Spitfire which proved much more enjoyable.

In all the tests of the Sprite and Midget, the one thing always praised was the steering and handling. Sixty years on, little has changed!



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PRIZE FIGHTER

Codenamed 'Project Bomb' – here's how to make your Spitfire go like one!

WORDS BY ALAN ANDERSON **IMAGES BY** MAGICCARPICS & CLASSIC MOTORING

The Battle of Britain was raged on our roads back in the 1960s and 70s – between Spitfire and 'Spridget' drivers. So Whose side are you now on?

Critics of the Triumph said that the Herald-based sports car was too soft and cissy compared to the harder core Austin-Healey Sprite and its MG Midget clone, but let's not forget the success the Spitfire enjoyed in both race and rallying, even competing at the Le Mans 24 Hours.

You may not want to go that far with your cherished classic but there's a lot you can do to make your Spitfire swifter and safer on the road and ideal for light motorsport use. Read how!

BEFORE YOU START

First things first, before making a high flyer you need to ensure that your car is solid. The chassis is prone to rust but the good news is that you can weld in sections or even buy new frames and riggers if you so wish.

Mechanically, you can't get a simpler sports car. That E-type like forward-hinging bonnet allows superb access to the engine and front end and spare parts availability is excellent.

The main concern is that old Triumph foible of crank thrust washers and these need to be okay before you tune the engine. When overhauling the engine you should replace originals using the latest aftermarket types.

HOTTING ONE UP

The engine first started out as a 'Standard' unit of just 803cc and ended up almost double the capacity! Of 1147cc '1200', 1296cc '1300' unit and 1493cc '1500', apart from the 1500 they all share the same 76mm crankshaft throw although you can't bore the engines out to their next respective sizes without a bit of hassle.

However, you can overbore a 1296cc unit by 40 thou to give 1387cc and some have even stretched it to 1584cc. The 1500 is pretty much at the limit although it can be rebored by as much as 60 thou to a 1604cc capacity by using TR6 pistons. However, seek expert advice first as this modification



It's quite easy to turn a Spitfire into a fun classic

demands custom con rods and bore liners imported from the USA and they don't come cheap!

Also some engines (made up to 1965) featured weaker con rods and are not suited for dramatic tuning. One of the reasons why specialists hark on about the 1296cc unit, apart from its larger size, is the far more efficient eight port cylinder head employed. Sadly, this can't be fitted to the smaller units as the stud pattern is different.

One peculiarity is that the 1200 head features smaller valves than the Herald! Camshaft changes can be achieved with the engine in situ as it can be pulled out at the front once the grille radiator and head are removed. On the earliest Spitfires the tubular extractor manifold fitted to the Mk2, is worth fitting if you can find one.

Moss sells TriumphTune and Piper cams catering for road, fast road and Race for around £180 incidentally, as well as a range of cylinder heads costing in the region of £900 as do some specialists like Moordale. The 1300 engine is regarded by most as the best unit to gain meaningful bhp from and this mod alone in an earlier car will give a useful power gain.

If you don't mind a less rev happy but lustier engine, then the 1500 is a good option and not as bad as many claim it to be, so says Triumph experts Moordale Motors in Potters Bar, Hertfordshire (01707 650284). "A lot of rubbish has been spoken about these engines," says Dale and particularly likes the welcome torque of the larger unit. It can rev almost as high as the 1296cc once the bottom end is carefully balanced and the flywheel lightened by around 5-7lb, he adds.

The 1500 unit had the advantage of only a little more power over a 1300 and has problems wearing out its big end shells. Moss advises using uprated engine fasteners for more accurate control of clamping pressure and reduces the risk of failure during use and is recommended for uprated or competition engines.

"Most advocate the 1300 engine but the larger 1500 isn't as bad as it's painted out to be"

With a fully modded cylinder head, racier camshaft and a single weber DCOE carburettor (you can't use twins due to the earlier Siamesed inlet ported head) you can muster up to 90bhp or more from a 1200 Spitfire.

The larger 1300 unit yielded up to 130bhp as a racer in its heyday but in this state will be a pig for road driving; it's best to go for a milder tune but you're still looking at over 100bhp on Weber DCOEs or 80-90bhp if keeping with the standard 1.25in twin SU carbs. Larger twin 1.5in Strombergs found on the Vitesse, GT6 and 2000 saloons are a useful upgrade but speak to a Triumph tuner beforehand as some advocate 1.5in SUs instead which fit much more easily and give much greater needle selection for finer tuning.

Cooling, particularly on the 1500 can be marginal and do with an upgrade by dint of a superior radiator or core (try Radtec or Express Radiator Services). Experts have improved oil flow to the centre main by opening up to 5/16in and although some say you don't need an oil cooler it is of most benefit on a highly tuned 1500.

You can't ignore the fact that you can turn a Spitfire4 into a Spitfire6 by slotting in the six pot and it transforms the Spitfire's pace and character. It's not a simple drop in and you'll need to alter and beef up the chassis; some reckon dropping a Spitfire body on a GT6 frame is the best solution.


Chassis easy to repair with body removed



Spitfires can still cut it in competition


Twin Webers only on 1.3/1.5 engines

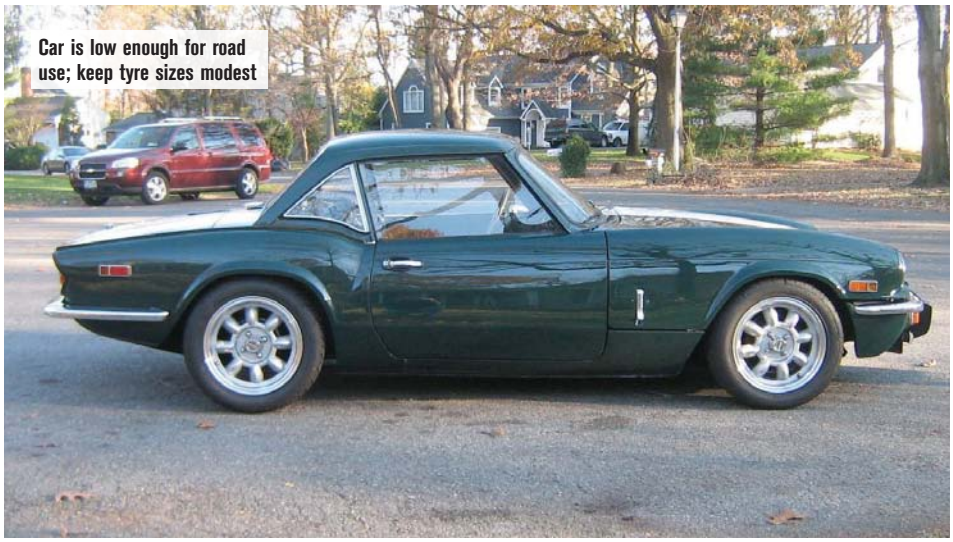
HOTTING YOUR CAR UP

BUDGET

- Sports filters and exhaust
- Electronic ignition
- Rolling road fine tune
- Camshaft change

FULL THROTTLE

- Overbore (up to 1600cc)
- Modified head
- Weber DCOE carbs
- TR6 engine swap?


Car is low enough for road use; keep tyre sizes modest


Standard Spitfire brakes ok and harder pads may suffice as GT6 brakes need appropriate rear wheel cylinders


Rear spring needs Mk4 tweak. Room for a six if you wish



You will also need a GT6 bonnet with its necessary power bulge although we gather that by shifting the engine rearwards and modifying the original engine plate you can retain the lower Spitfire frontal. You need the 2000 gearbox, which means further mods to accommodate the clutch slave cylinder.

An easier swap is the slant four Dolomite engine which is almost a straight drop in, presumably because Triumph once had plans to do this although both swaps are only really justified if you intend to tune the engine's further; the standard TR7 engine kicks out about the same as an easily tune 1300 can achieve plus the smaller lighter engine aids handling balance.

There's plenty of personal advice on respective websites and forums while it's said that Canley Classics still owns the original development car. A *Hot Car* mag reader sent details of such a swap way back in 1975 so it can be done at home!

HANDLING THE POWER

Before trying to keep this high flyer's feet (or rather tyres) firmly on the ground, let's tackle the transmissions first. The optional overdrive allows six-speeds in theory and as a result gives you the choice of either benefiting from improved cruising with taller gearing or, if you drop the ratio in the axle, better performance but without the engine screaming its modified head off.

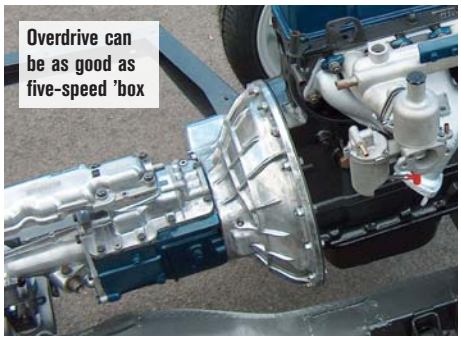
The overdrive works acceptably well and can be uprated with stronger clutches and springs and higher operating pressure for more 'immediate' engagement. O/D Spares of Rugby (01788 540666 www.odspares.com) charges around £80 to uprate your existing unit on top of its usual overhauling prices. On single-rail boxes, it's worth fitting the later Spitfire gear lever so the overdrive switch is atop and so you can change gear and flick in and out of o/d in a single action.

Moordale says that when this O/D Spares uprated 'Race' unit is wired up properly you effectively have an eight speed gearbox that is brilliant for competitions such as Autosolos/Autotests and if you tackle rallies with lots of hairpin bends.

You can fit the evergreen Ford Sierra Type 9 five-speed gearbox but this may be unnecessary as well as expensive.

One trait that has always blighted the Spitfire is its tricky handling caused by the quirky rear transverse leaf spring, famous for its ability to 'tuck in' the rear wheels just when you need them most!

Various aftermarket tweaks were devised over the decades, serving not only the Spitfire but also Heralds, GT6s and Vitesses ranging from a simple 'camber compensator' costing a few quid back then to a virtual adjustable full-race rear end (from leading tuners SAH).


Overdrive can be as good as five-speed 'box

When the Mk4 Spitfire was launched, Triumph finally got around to sorting it out properly and the factory revision is generally regarded as the best modification. Budget on around £150 from specialists for a similar set-up, which when allied to 175/65 section tyres (about the widest you need for road use) makes the once skittish Spitfire handle very well. If you want to retain wire wheels then your tyre choice and size is more limited. Be careful that the rims don't rub against the front flexible brake hoses.

There's a choice of dampers and springs to mull over along with better (thicker) anti roll bars though these MUST be matched to any rear end improvements; speak to a specialist first for best advice on this and where best to fit harder polyurethane bushes. We say this because Spitfires aren't the most easiest of riders even in standard trim and any uprating will only make the ride even harsher; a good reason to fit adjustable dampers so you can adjust to suit your mood.

Brakes? All boasted front disc brakes, and as long as they are in good order should cope with mild performance tuning, after slipping in a set of EBC Green Stuff or Mintex 1144 pads. Think twice about fitting the larger GT6/Vitesse anchors as they need the appropriate master and slave cylinders to make the switch perform properly, which is often overlooked, not to mention front suspension vertical links.

HANDLING THE POWER

BUDGET
- Uprated dampers
- Quality radial tyres
- Camber compensator
- Uprated brake pads

FULL THROTTLE
- Uprated calipers and discs
- Mk4 rear suspension
- Uprated anti-roll bars
- Adjustable dampers

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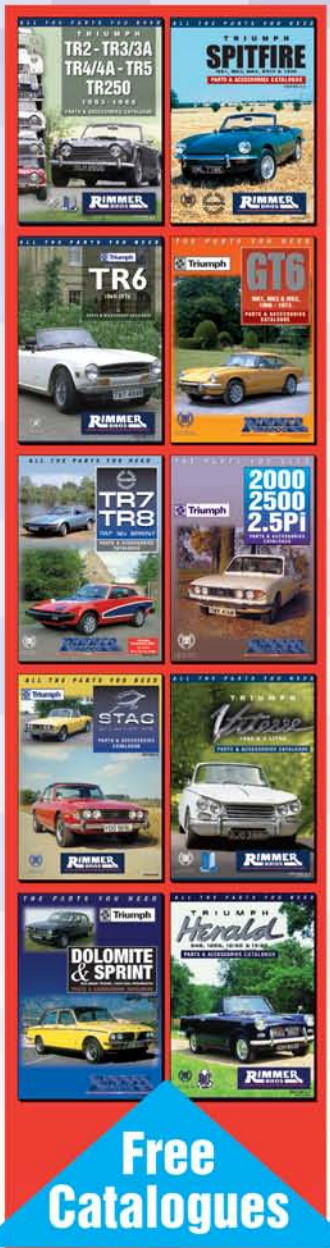
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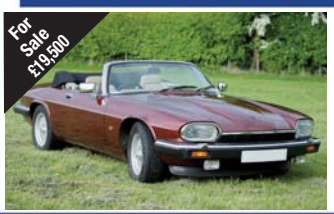


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Frumpy Farina can be half the price of the Z cars



Early ZA, later ZB offered Varitone car

WHY BUY?

If you're after a quality British sporting saloon but the budget can't match the prices Jaguar Mk1 and Mk2s sell for, then the MG Magnette makes a great alternative. The ZA/ZB boasts a similar style, the interiors enjoy the same wood and leather ambience and exude a similar touch of class. Granted, the Jags beat the MGs for pace and grace but the Magnette Z cars are just as much fun to drive due to their crisper handling. The Farina replacement, sadly, is a different kettle of camshafts, with its retrograde chassis but all cruise well.

Prices remain fairly keen, especially the less liked Farinas where £4000 can net a nice one although the earlier versions are starting to rise in value; a recent auction sale of £18,000 for a concours ZB is testimony to that. No doubt about it, MG's Magnettes have their attraction!

MODEL CHOICE

There's only two derivatives of the Magnette so your choice is somewhat limited and should major on condition above all else. The ZA

SIX OF THE BEST REASONS TO BUY

- Classical styling
- Easy to own and maintain
- High class interiors
- Great value Farinas
- Cheap Mk2 alternative
- Typical mg social scene



Z cars by far the most liked, values reflect this

was the first MG to be built on the 'monocoque' principle and the bodies were supplied by Pressed Steel, another company owned by BMC.

The first 250 or so had front windows sans quarter lights and the first 6000 featured the novel 'tintop' dashboards albeit with an authentic sprayed wood effect.

In 1956 the ZB was launched, equipped with larger SU carbs, fitted to improved manifolding. Along with a raised compression ratio from 7.5:1 to 8.3:1 the result was 68bhp. The MG was always the swifter option over the Wolseley which could just about exceed the national speed limit. The ZB was fairly sporty (for its time) with its 90mph top speed and the low rev pull of that lusty B-Series made it feel brisker than it actually was.

With the launch of the ZB came the more upmarket Varitone model identified by its airier wraparound rear screen and the option of snazzy two-tone paint.

The ZB was the more popular of the two Magnettes selling 18,524 in just two years against 18,076 ZAs over three years. It's likely that there will be more ZBs around as they will have had fewer years to rust away and make no mistake these cars did rust thanks to the completely unprotected and complicated monocoque structure. Rot and the Magnette's attraction to stock car/banger racers during the 1970s and 80s means that less than 1000 probably survive in total.

The charming ZB was replaced by the frumpy Farina models and with it gained a new identity and character. Now little more than a posher Morris Oxford and made at the same factory, it was saddled with that family car's inferior suspension and old fashioned steering box, displacing that sharp rack and pinion steering that made the Magnette handle like a bigger Riley 1.5. A quick revise two years after launch in 1961 improved matters but not by much, leading to one road test to remark "One might just as well order a 15/60 Wolseley or an Austin A55," although the MkIV did boast a larger 1622cc engine and the option of a proper automatic transmission. The ZB utilised a quirky two-pedal clutchless system: 'Manumatic'. Unreliable and very expensive to fix, we don't know of any survivors.

The attraction of the Farina lies in its admittedly good value for money and a spacious, classy cabin. It depends what you want from this sporting saloon to be honest. Certain mods improve all cars although it's up to you to decide whether such examples are worth paying extra for. They should certainly not command a higher price than a standard top-notch one, however.

HOW MANY LEFT

157 SORN, but Farinas are down to just 7

790

TOP MOD

As the ZA/ZB cars handled well, a bit more power is always welcomed; MGA tune is the easiest step or fit (three bearing) MGB unit. Taller gearing comes from either later Farina axles or you can fit a five-speed Ford gearbox. Disc brakes are not necessary in many cases

BEHIND THE WHEEL

Before you even drive off, you can't help but be taken in by the MG's interior, a very pleasant place to be with high quality leather, Wilton carpets, several trees worth of wood trim (apart from very early ZAs) and that Octagon speedo cowl. If you look at the Magnette as an MGA saloon or a bigger luxurious (Morris Minor-derived) Riley 1.5 you won't go far wrong and the ZA/ZB drives in a very similar way.

The original Magnettes have the most pull for enthusiasts because of their sportier feel. In contrast, the Farinas feel woolly with a sloppy steering. Gearing on all cars is typically 1950's low so motorway cruising at anything more than 65mph can be a bit wearing. There was an overdrive conversion from Alexander Engineering which made a lot of

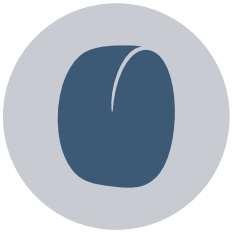
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BUYING TIPS

1 GENERAL

Front wings are becoming scarce. While the ZA was essentially a revised Wolseley 4/44, only the basic shell, boot lid and front doors were similar carry-overs.

How much of the car is standard? Low values means an 'anything goes' philosophy has been adopted. Interior, particularly later cars, is Jag-like appointed in wood and leather but is often damaged by ageing and water leaks (penny to a pound the screen rubbers will be past it) plus is as expensive as a Jag Mk2 to restore.

External trim can be difficult to obtain, particularly the hockey stick chrome mouldings, bumpers and the grille so any re-chroming of the original parts is going to be pricey.

2 BODY AND CHASSIS

Bodyshells can rot badly and the condition of the sills is hyper critical – particularly the welded seam where the inners and outers are joined. If the inners have gone then expect major, expensive repairs. So check with utmost care.

Another well known rot area is the box section which sits just behind the front wheels. This can fill with water and if the drain channels are blocked rot will quickly spread to the sills. A good test is to ask to see if the car can be raised with its standard jack...

Inspect the toe boards and all box section members. Front and rear suspension spring mountings rot and are MoT safety-critical. Scrutinise the A and B post by the doors. At the rear have a good look at the wheel arches with the doors open.

3 ENGINE

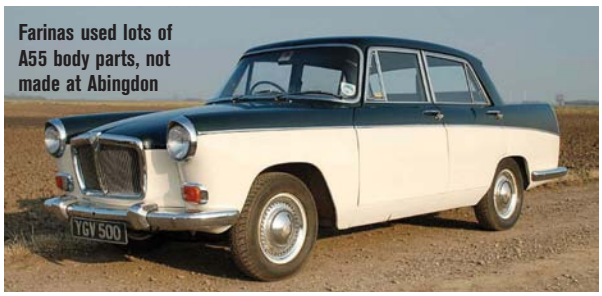
The B-Series is tough and tolerant of neglect. Look for low oil pressure (anything less than 50psi on the move is bad news), smoking, undue tappet noise and rumbling crankshafts under load. A lighter noise is usually the big end shells needing replacing which can be done with unit in situ.

4 RUNNING GEAR

The combined clutch and brake master cylinder corrodes internally and is expensive to refurbish. Look for leaks, a slipping clutch or sub-standard brakes on a test drive.

Transmissions are sturdy though they can lose synchromesh, usually in second gear, and become noisy but soldier on regardless unless really past it. The same goes for the rear axle. Check to see if the right ratio still fitted to the car – it may have been changed.





Farinas used lots of A55 body parts, not made at Abingdon



Many ended up thus due to values



Trim available but can be dear

difference and we can't see why an MGB transmission can't be made to fit. Alternatively, a Ford Sierra five-speed 'box does the job better because not only does it provide overdrive but the Ford's intermediate ratios are much better suited to the B-Series torque spread. Initially, the saloon ran with a 4.3:1 axle ratio but, a lower 4.875:1 was fitted to improve pep to the detriment of refinement. Then a 4.55:1 was fitted for taller (16.32mph) gearing by 1956.

WHAT TO PAY

This is one of the Magnette's strongest attractions as it's hard to find such a prestigious and classy sports saloon for so little. The 'Z cars' are the most highly prized and deservedly so. Recently, a concours Varitone sold for almost £20,000 although this remains the exception rather than the rule and you can find a nice example for around half this and a fair one for half again, which for a little bit more is what better than average Farinas go for.

MAKING ONE BETTER

As with all MGs there's plenty you can do to personalise yours – this section barely scratches the surface. Better



ZA/ZB interior is almost as good as a Jag Mk2

gearing we've already touched upon and ideally it needs extra performance so the car can cope with this without getting bogged down. The most logical tweak is to up the engine to MGA tune or bore it out to 1798cc along the lines of the original three-bearing MGB unit; later five bearing units fit but need more, straightforward, modifying to do so. The B-Series can be taken out to 2-litres and with added tuning for around 120bhp makes for a genuine Mk2 eater.

The suspension can also be considerably improved with uprated leaf springs and shock absorbers and a smaller steering wheel will improve the steering response albeit increasing its weight at low speeds. Wire wheels from the MGA can be fitted as can disc brakes although drums work fine with good quality linings and a servo. You can convert to discs from an MGB, London Taxi or any of the big six-cylinder Austin/Wolseley range from the 1950s, but you may need to fit MGB steel disc wheels to clear them.

AS A DAILY DRIVER

If you are prepared to accept lowly performance (in today's terms) a standard Magnette can be used as a daily driver. It's a relatively easy, if old fashioned saloon to pilot with the Farinas feeling heavier and sloppier. On the plus size, Farinas are family-sized with a generous boot. Economy is only fair with 30mpg possible if the carbs are in good order but no worse than any other similar classic.

Thanks to their 1950's design, Magnettes are straightforward, sturdy machines that, like the A55 and A60, served many well over the decades. No special tools are required and with a few worthy upgrades such as electronic ignition, alternators and uprated starter motors, can make very practical daily drivers.

And if the battery goes flat, use the starting handle instead of jump leads to get going. It's also a great aid when setting the tappets or ignition, but watch your wrist if you've never used one before!

1953
ZA Magnette unveiled at the Earls Court Motor Show with the first 6500 not featuring the advertised walnut dashboard, using a specially sprayed metal one instead

1955
Over-riders, fog lights and the proper wood dash materialise

1956
The revamped ZB followed that autumn and posher Varitone versions with their wider rear window and distinctive optional two-tone paintwork became a popular option

1959
Z Series cars replaced by Farina-based replacement. MkIII heavily slated so heavily revised in 1961 with an increase in wheelbase, track and power signifying the much improved MkIV until its 1968 demise

BEST BUYS

Enthusiasts will prefer the sportier ZA/ZB with Varitone version most sought after. Farinas are more posher Morris Oxfords than an MG but score with a roomier interior. If MG badge not important, don't dismiss either a Riley or Wolseley; they provide similar luxury and more have survived!

MAINTENANCE MATTERS

Like all rwd BMC cars, the Magnette must be one of the easiest classics to own and a DIY dream. With few exceptions, mechanical and body parts are available from major suppliers, MG clubs and any good autojumble and remember all mechanical items are shared with many other models such as Oxford and Cambridges although the majority of ZA and ZB body panels are particular to the design.

The engine oil should be changed every 3000 miles or more frequently if not used very often. You'd better be handy with the grease gun, as there are some 20 points on the chassis requiring a shot of lube every 1000 miles, as was recommended in its day. "An anachronism on a modern design" complained one road test but at least it means that the joints have a chance of a long life – plus you'll always keep a watch on the underside at the same time!

For the non-DIY owner it is good to know that any old-fashioned garage can service and repair these old saloons. Rust is the major worry and regular cleaning of the underside and spraying Waxoyl is a given. These cars were made in Britain and can rot for Britain if left unattended.

VERDICT

The Magnette is more than just a classy and quaint four-seater MGA, it's also an entirely respectable cut price alternative to a Jaguar offering a similar style and driver satisfaction yet at a much keener price.



Last-of-the-line Farinas, good value

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1939 MGVA
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Flame red, black leather trim, new hood, very well maintained car, drives superbly, excellent structure, paint has some age related marks but car looks great. **£6,995**







1979 MG MIDGET
Pageant blue, black trim, superb little car, body is in excellent condition, recent respray, all new chrome conversion, new hood, new carpets, new dashboard, recovered seats. Exceptionally pretty car in excellent order. Ready for lots of summer fun. **£5,995**



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1974 NG TC.
Old English White, w/w, red trim. 2L Osselli engine, o/drive. All new or refurbished MBG components. Full weather gear. Built with no expense spared. Superb car, fantastic fun. Superb condition, only used in dry weather. **£9,795**







1965 MGB ROADSTER
BRG, black/white trim, chrome wheels, rare o/drive. Total last nut and bolt renovation, with pictures. Car has matching numbers (engine/box/axle) Heritage certificate, restored to original show standard regardless of cost (would cost easily in excess of £35k). Car is immaculate inside/underside/outside. A rare car indeed. **£24,995**







1971 MGB ROADSTER
BRG, black/green leather trim, w/w, o/drive. Reshelled 10 years ago and still superb condition. Fast road engine. Elm dash, magnolia clocks. S/S boot rack. Inertia belts. Polished screen frame. Totally restored car, better than new. Everything replaced or new, done less than 5,000 miles since rebuild. Fantastic value @ **£18,995**



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MGB

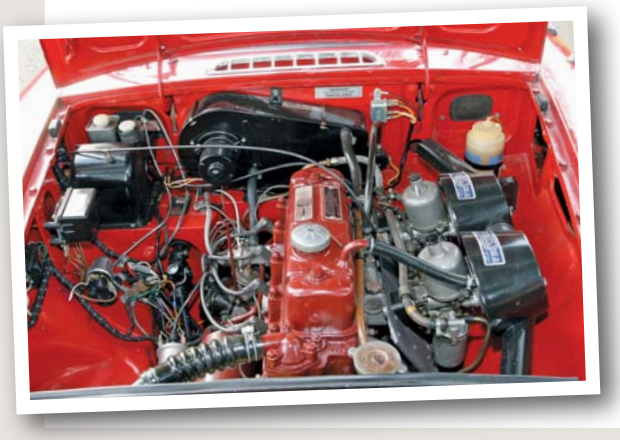
WHY SHOULD I BUY ONE?

MGBs are common for a reason – because they made a lot of sense when they were new, and because they make a lot of sense second-hand. Not only are they simple and reliable, but it's no exaggeration to say that you can build a brand new MGB from parts. Everything is available, there is a choice of clubs, and because they were so popular when new everyone has an MGB story. It's the perfect starter classic, as well as a fun convertible or sports hatch to boot.

WHAT CAN I GET?

There's an MGB for everyone, and there are scores of aftermarket parts to make a car your own. Chrome or plastic bumpers, leather, vinyl, and cloth trim, roadster or GT – and for the brave, six pot MGCs and Rover engine V8s. We think the purest models are the early Mk1s, though later cars with the five bearing engine post 1964 are more reliable for regular use. The best value are the rubber bumper MGBs which aren't half as bad as you've been told – plus if you prefer chrome, conversion kits are available so you have the best of both worlds.





WHAT ARE THEY LIKE TO DRIVE?

The MGB is not exactly advanced, nor is it particularly slick, but then it's hardly agricultural either. What it is then, is an honest example of 1960's technology, reliable and pleasant to drive. The steering is nicely weighted, and while there's a lot of roll and mild understeer you can provoke a bit of tail-out fun if you like. Surprise of the range is the ultra rare automatic; while on paper it looks like a dud move it suits the slightly laid back aspect of the car rather well but best in MGC guise to be fair.

WHAT ARE THEY LIKE TO LIVE WITH?

You can fall over MGB spares at any classic car event, not to mention specialists like Moss Europe. Check for rust in the inner wings, understructure and the castle sections underneath the sills. In terms of fuel economy, expect an average of around 25mpg which might stretch to 30 on a run; not great for an 1800 but not thirsty either. Service items are oh so easy to obtain – and if you end up with a bad car, you can simply replace parts until you turn it into a good one. Or sell it with ease.

VERDICT

A good MGB is a no brainer – simple, easy to maintain, plenty about and fun. There are few classic sports tourers which are more effective or owner-friendly. It's the common sense classic sports car.



ALPINE

WHY SHOULD I BUY ONE?

Because it's the classic convertible that is not only rarer and prettier than the MGB but that drives so much more sweetly too. It's hard to believe that it's based on the Hillman Husky estate, because few things will put such a big grin on your face. The simple, elegant lines turn heads at 500 paces, and as it shares the majority of its drivetrain with other Rootes models, service and maintenance items are not a major problem and cheap, too.

WHAT CAN I GET?

Engines rose from 1494cc to 1725cc through the production run – earlier cars had bigger find. Series III sprouted quarterlights on the doors, while the fins were trimmed for Series IV and V. Alpines originally came in standard soft top form or hard topped GT – the latter wasn't fitted with a hood as standard, though many have since been retrofitted and will come with both roof options. Rare and expensive are the Harrington coupé converts, which make MG's BGT look rather staid but will take some tracking down.





WHAT ARE THEY LIKE TO DRIVE?

The Alpine is a far better car than its Hillman Husky chassis would have you think. The ride is more compliant than that in a B, leading to its reputation as more of a tourer than a sports car. But don't let that fool you into thinking it can't handle corners. There's lots of steering feel from that big vertical steering wheel and harder dampers work a treat. There's a fair bit of of pep from the Rootes four pot though, and a slick gearbox. If you're tall or thick-set you'll be ok too, as there's plenty of room in an Alpine, by 1960's standards anyway.

WHAT ARE THEY LIKE TO LIVE WITH?

You'll average 25mpg, maybe seeing 30 if you're thrifty. While parts are harder to source than for more popular classics, the number of cars which used the same drivetrain from Rapiers to Hunters will mean finding mechanical spares and service items shouldn't be difficult. Alpines can be used daily, though they're not quite as practical as the MGB GT over winter. Panels can be hard to source, especially so for the various Harrington coupé conversions.

VERDICT

Prettier than a B, rarer than a B, less predictable than a B and better than a B. This is arguably the most stylish classic sports tourer, it still has a good spares backup and running costs are more than reasonable. With the B, MG might have felt it had scored well. But the Sunbeam still scores a solid A+.

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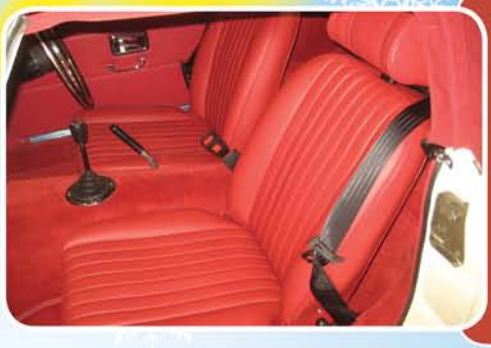
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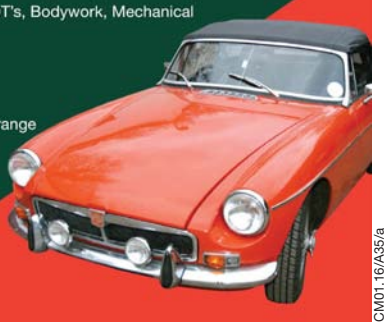
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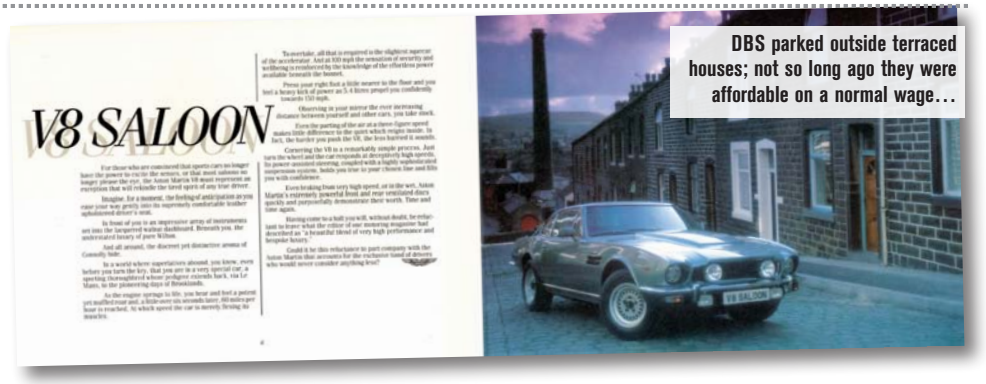
Last month we pitched Jensen's fine 541 against Jaguar's pricier XK. Can the Interceptor be as good as Aston's DBS for half the price?

What is it that they say about good things coming to all who wait? It's more like poetic justice for this pair of classic 'Cinderellas' which took far too long to achieve the collectable status they richly deserved for decades.

Why the DBS has always followed in the tyre tracks of the earlier DBs can only be put down to the 'Bond effect' while the Jensen Interceptor – the Birmingham Ferrari – suffered from its lack of competition success and dare we suggest a lack of pedigree despite the Brummie's supercar body being styled and built by two of the world's leading design houses.

The Interceptor was launched half a century ago with the DBS just a year later. Surprisingly, in view of the Aston's name and supercar credentials, the Jensen sold in considerably larger numbers until the company folded in 1976 although the Aston lasted another decade in production (albeit updated) before being replaced by the indifferent and under-developed Virage.

It wasn't that long ago – a decade at best – that you could pick up these brilliant bulldog Brits for a



DBS parked outside terraced houses; not so long ago they were affordable on a normal wage…



Later DBS featured single headlight design; earlier twin looks sleeker and nicer we feel

comparative song, especially the Jensen which could be had for not much more than MGB or TR6 money. Those days are gone, sadly, but both still represent strong value for money although values are fast rising so you need to act fast if you want one of these fastbacks. What's best for you?

WHICH ONE TO BUY?

HALF THE PRICE, TWICE AS GOOD?

The answer to this question is probably financial. All things being equal, the Interceptor is a cheaper buy than a DBS and will remain so as the Aston moves fast up the social ladder in DB circles. In broad terms, a DBS will cost twice as much as an Interceptor to purchase – and probably cost twice as much to run.

Mechanically, the Interceptor is derived from the brutal looking CV-8 and all derivatives used V8 power. Due to time constraints, the DBS was launched with the DB6 engine before the much awaited V8 arrived in 1969, which also carried on until 1972 when Aston Martin was sold by David Brown to Company Developments Ltd who swiftly removed the DB initials creating the six-cylinder Vantage and the 'V8' also known as the Series 2.

The later car is instantly recognised by the twin headlight grille shaped in the DB2-6 style. Little happened in 1974/5 when few cars were made and in 1977 the V8's lump was upgraded to 375bhp. A year later which brought not only the fastest V8 with 0-100 in 12.9 seconds and a 170mph max, but also the gorgeous drophead Volante, now worth around £90,000+.

The Series 5 was launched in 1986 with a change back to fuel injection, thus removing the need for the, we think, vulgar bonnet bulge but the Aston was now fast showing its age that even added power couldn't compensate for.

In total, around 900 'sixes' were made against 3300 V8s so it is possible that, owing to rarity, the slower six might be a good investment although as a performance car this heavyweight can feel wanting especially as an automatic although it provides fine cruising capabilities.

The first Jensen Interceptor, retrospectively known as the Mk1, relied on a beefy Chrysler V8 and Torqueflite auto box from the previous CV-8 although a few manuals were also made. The MkII arrived in 1969 boasting with ventilated front discs, revised front and rear styling and a new, higher quality interior with optional availability of air conditioning. The MkIII of 1971 with its cast alloy wheels, boasted even bigger front discs and, from 1973, the engine was increased from an already mighty 6.3-litres to a massive 7212cc.

The huge 900cc stretch was needed to offset increasing emissions regulations but it came just prior to the Energy Crisis... The higher tuned SP (standing for Six Pack) packed 385bhp and 490lbft of torque, thanks to three twin-choke Holley carburettors and is no mean performer or drinker. There's also the 'Director' and this special edition Interceptor with its posher trim (said to be the work of the QE2 designer) incorporating a typewriter concealed in the glovebox. In this age of the iPod would you ever use it?



DBS cabin is much better than previous Astons



V8 has real pace unlike 'six' yet cost same to run, fix

CLASH OF THE CLASSICS



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Similarly, would the benefits of the crude but still effective Ferguson all-wheel drive system of the slightly larger FF be needed in a high days and holidays classic? Both the Aston and the Jensen can be had as sophisticated sun-seekers and the drop tops carry a fairly hefty price premium.

A rather odd looking Coupé was added to the range in 1975. Based upon the convertible, it lacks the balanced look of the fastback and loses the surprisingly useful hatchback facility, but their sheer rarity (only 60 were made) will count in the years ahead.

The Interceptor refuses to die. More than a decade after Jensen's closure, it was relaunched with a smaller 5.9-litre engine and fresher interior but less than 40 were built until the final curtain call in 1993. But that's not the end as a couple of companies have reinvented the Interceptor as a modern bespoke build classic utilising today's technology (see news pages concerning the new Cropredy Interceptor).



Hatch facility was a new idea half a century ago and makes this supercar surprisingly practical

As we said at the beginning, it may all boil down to how much you have to spend; a DBS can cost twice as much as an Interceptor but it's not automatically twice as good.

WHAT'S BEST TO DRIVE?

ASTON, BUT A CLOSE RUN THING

Aside from the innovative all-wheel drive, anti-lock braked FF, the Jensen and Aston surprisingly similar in concept and as a consequence so to drive. They're heavy big-engined GTs to pilot responding better to a slow-in, fast-out cornering style, ideally with a lot of road room, in case you need to correct the tail slides.

The Aston's suspension, thanks to the De Dion back end is the more sophisticated so the DBS handles better in ultimate terms but – surely – these lovely old classics shouldn't be driven that hard? Bear in mind that the FF is no Audi Quattro. Sure, grip and stability is there but, not unexpectedly, is refinement as the all-wheel drive system dates before the FF's introduction; those familiar with



Jensen's styling has aged very well and still looks classy. Odd notchback was replaced by nicer S4



Jensen was a popular choice among celebrities such as Eric Morecambe and golfer Tony Jacklin

Range Rovers will be equally familiar with the feel. If you're not a fan of automatics then it's going to be tough going as most Astons and virtually every Interceptor are self-shifters, a shared lazy American 'box that makes both cars smooth rather than sporty.

In V8 guise there's not much in it performance-wise, both hitting 60 in under seven seconds. The DBS6 feels significantly more sedate than the meatier V8, especially in automatic form where a V6 Capri can keep station with one; few Aston lovers speak well of this model but at least prices will be lower.

Manual DBSs came with five-speeds but also a very heavy clutch action would do a lorry proud. Aston experts, thankfully can reduce the load with certain mods.

WHAT THE EXPERTS SAY

Cropredy Bridge Garage of Banbury is one of the UK's leading Interceptor specialists and says that after years of being ignored, this Midlands GT is finally getting the recognition the 'Birmingham Ferrari' has finally deserved. That said, Cropredy's Oliver Smith warns "it's not out of the woods yet" as there are still many poor examples around, suffering decades of neglect. Oliver adds that in terms of investment potential, the FF is without doubt the Interceptor to have although for many enthusiasts the simpler Interceptor is more suitable. What makes the Jensen now an appealing classic is that this once "poster car" and celebrity status symbol when new enjoys a classless element about it. Cropredy is now selling its own special restored Interceptors (see news pages).



Jensen cockpit always better than equivalent DBS

Economy, which can easily dip perilously close to 10mpg if really booted, discourages GTi chasing. Strangely, and short-sightedly, the Jensen's thirst is blamed partly for the car's previous lack of popularity yet it's no worse than any Aston or V12 E-type...

As you're hardly going to use one daily it hardly matters that much, does it?

Choosing a winner is more down to matters of taste. Both cruise nicely and their well appointed cockpits are great places to be – and to be seen in – but the Aston gives the impression of being more thoroughbred. One comparison test report probably got it right when it said that the vast majority of enthusiasts would be well satisfied with an Interceptor – until they drive a DBS that is.

OWNING AND RUNNING

ADVANTAGE ASTON, ONLY JUST

With an ever-ending appeal, an army of specialists plus factory help, owning, repairing and restoring a DBS is that bit easier than an Interceptor even though back-up for Jensens just gets better by the day, the latter helped by the amount of proprietary parts used. Throw in that old school ohv Yank V8 and the Interceptor can be more easily maintained and repaired by an enthusiastic owner or general workshop than an Aston Martin.

Because they were overlooked classics, both cars have suffered in the hands of skinflint owners and there's strong chance that poor past repairs and resto work has been carried out, the difference being that you regard an Aston as an investment that's not quite the case with an Interceptor just yet but with prices for top models nudging £70,000 (more for FFs and convertibles) the Birmingham Ferrari is slowly getting there.

Three decades ago you could pick up a quite decent DBS for around £300 and, not so long ago, for as little as 12 grand but that has now quadrupled and budget on 100K for top cars with the late 70's Vantage/Oscar India – and all Volantes – the most desired. Typically, a project DBS will go for £20-£30,000 but there's no such thing as a cheap restoration. Bargain sub £20,000 Interceptors still exist but, be warned, you generally get what you pay for.



Rustic American V8 is fast and easy to DIY repair if thirsty, especially the SP

AND THE WINNER IS...

If money were no object then the Aston would get most folks vote. It's the more exciting and satisfying GT and the badge is one of the most coolest and coveted around. But don't think that the Jensen trails a distant second. As we remarked earlier, if you have never driven a DBS/V8 you'd be mighty pleased with the purchase. Interceptors are also rarer, cheaper and a bit more flamboyant yet in a tasteful way. Always liking an underdog we'd probably go for an Interceptor and wear our 1970's cravat with pride!



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BENTLEY GT
WAGS TO RICHES

Could this car go the same way as the Interceptor? Frightening depreciation has already resulted in the awesome Bentley GT becoming temptingly affordable at around £20,000 and prices are still falling. Given their heart-stopping service and repair costs (new brake pads cost almost £300, discs £600) buying a cheap one is a gamble – but what a car you'd own if you strike it lucky. Granted the GT may be little more than a re-bodied VW Phaeton saloon but you won't find a more competent and classy V12 AWD supercar anywhere else.

PORSCHE 928
DESERVES MORE APPRECIATION

When the XJ-S wasn't being hailed as the world's best GT during the 1980s, the accolade was shared with the 928, the car Porsche designed to replace the legendary 911. And failed. A magnificent GT with power and handling to spare and yet it remains criminally cheap to buy – if not maintain – and it's even worth buying a wreck for parts supply alone. Apart from the GTS, most were automatic and there was never a convertible option.
A healthy 240bhp was the minimum from the muscular V8 engine, rising to 350bhp when it rose to 5.4-litres, givng the 928 pace with refinement. It's a true supercar for pennies, if you buy right and practical as well as useable with it. A word about the smaller 944 and the later 968. If anything it's the best front-engined Porsche ever made with better handling than the 928 and, in Turbo form, just as much real world pace.







JENSEN CV-8

BEST OF BOTH WORLDS FROM BIRMINGHAM?

Meat in the 541 and Interceptor sandwich is the CV-8 which is a bit of both and perhaps offers the best of both, having the style of the earlier Austin-powered Jensen (as well as a GRP body) and the American V8 muscle of the Interceptor. For many, this sounds the ideal GT. Prices are broadly similar to the Interceptor but still quite inexpensive when you consider the car's cut-price supercar-like credentials. Those 'angry' looks you either love or loathe but they that would have even 911 owners move over!



TRIUMPH STAG

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On the face of it, the Triumph Stag seems rather out of place in such exalted company and yet it isn't really. Now nicely matured into a mellow, reliable, easy-owning roadster and coupé combined, the Stag has come good to be now the car it always should have been back in 1970. Despite V8 power, it's smooth but sedate and that goes for the handling, too. But if you're after a classy GT that's super easy to own and sell, the Stag simply has to be on your shortlist but go for original Triumph power rather than the Rover V8 converts which still exist unless the job has also included the right suspension revise.



JAGUAR XJ-S

GOT THERE IN THE END?

Another shunned classic that's now having its day, Jaguar's XJ-S only really came good in the latter stages of its long life, but the 1991 revamp really injected new life into the ageing XJ6-based design. Although the V12 is wonderful, the 4-litre straight six models have little to apologise for boasting virtual V12-pace but with surprisingly good economy and renowned Jaguar refinement. As with the Interceptor, widespread lack of owner care means that there are too many shabby cats around but good 'uns are starting to sell for serious dough. Deservedly so.

ASTON MARTIN VIRAGE
THE BARGAIN ASTON LIVES!

Displacing rather than replacing the DBS/V8, the vexed Virage (with its Ford Scorpio dials and switchgear) will always split opinions. Aston's poorly developed replacement for the antique DBS only came good once the revamped Vantage was issued but if you're after a low cost genuine old school Aston that feels like the DBS it's based upon, then a Virage fits the bill, being slightly roomier, rarer and in most cases cheaper than a more modern and superior DB7. Less than £20K can get you a fair one but you get what you pay for – and repair bills come DB5-sized.



BMW 8 SERIES
SPENDTHRIFT SUPERCAR

Like its German relation, the Porsche 928, BMW's super suave 8 Series never received the plaudits it deserved when launched over 20 years ago. Initially, it was V12-powered before a equally good 286bhp V8 (840i) joined the range. Like the 928, this German is most at home when long distance touring but the 380bhp, 5.6-litre CSi is as good as many established super cars. The Beemer's complexity means maintenance and repairs can easily outweigh the car's real world value – but what magnificent modern classic bargains they can make.



JAGUAR XK8
THE AFFORDABLE E-TYPE?

The XK8 is the Jag that looks like an E-type and sells for MGB money, with prices at auctions for under £4000. But spend the most you can on a good car – say £8-10 grand – and you'll have a purring pussy cat to pamper rather than worry over. A far more modern car to drive than both the Jensen and Aston, despite its aged XJ-S underpinnings, XK8s are probably as inexpensive as they are going to get and good ones will start to rise in value. A fine GT, that's stupendous in superb supercharged XKR guise, the car's only problem perhaps lies in its bargain basement image that may take years to shed.





MERCEDES-BENZ R107SLC
SL FOR ALL THE FAMILY

The fixedhead coupé SLC is the overlooked afterthought of the R107 family, yet if you're looking for a cultured tourer that's far better built and more trustworthy then any Aston or Jensen, then you can't ignore this rare-spotted Merc. Essentially these are SLs with a 14inch added wheelbase for acceptable 2+2 accommodation that's roomier than an XJ-S. The driving experience is a bit soft and dated, but there's no shortage of pace form the V8s powering this fine GT. Spares and repairs are easy via specialists like the SL Shop plus you can still acquire parts from main dealers. With prices going through the roof for SLs (if you pardon the pun), the fixedhead SLC remains a bargain but won't stay that way for ever.



MERCEDES-BENZ R129 CL
A MODERN CLASSIC

The replacement for the R107 is now modern classic. Far more advanced and smoother than the earlier SL, these later sophisticates are fantastic long distance tourers. There's some great value examples at dealers and auctions that handsomely undercut R107 values. The flipside are considerably higher running costs and complexity compared to the R107 plus are not quite as well built or as longlasting. Like the Aston and Jensen, too many owners with hearts bigger than their pockets mean that there's a lot of badly maintained cars on sale, so be warned. The fixed-roofroof CL is less popular than the convertible and be bought for as little as £5000 as a result. What bargains!

JAGUAR XK
WHO NEEDS A DB9?



If the XK8 was a cheaper alternative to the DB7 then its replacement, the XK, is surely Jaguar's 'DB9' but arguably superior. With those E-type looks, mighty V8 pace (particularly so in scorching supercharged XKR form) and incredible value for money, where prices start from under £15,000, it's difficult to come up with a reason why not to buy one and lock it away for future classic status. If Jaguar had called this the F-Type, we'd all be snapping one up...

BENTLEY CONTINENTAL
A CLASS APART



Much more than simply a coupé version of the Mulsanne Turbo saloon, the Continental is a worthy modern alternative to the Aston DBS or Jensen Interceptor yet just as classical, thanks to its Shadow-based underpinnings that admittedly now has its work cut out to handle this fast GT. That famous V8 with its 335bhp goes like an Aston in turbo form, especially the brawnier 420bhp S and T offshoots and the handling is pretty similar. As different as chalk and cheese to the VW-based GT alternative, owners prefer one or the other but rarely both. Still good value and this earlier 'Conti' is considerably cheaper to repair than the complex GT.

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Bentley Arnage Green Label Upgraded
1999, 73000 miles, Verdant Green/Oatmeal Hide piped Spruce This Green Label Arnage has been upgraded with Red Label wheels, Badges and Clear Lenses. It also has rear Picnic Tables.
Full Service History **£18,250**



Rolls-Royce Silver Shadow II
1978, 72000 miles, College Blue over Colbalt Blue, Light Blue/Grey Hide interior. Fitted with Front Headrests and W/W tyres. Exceptional Condition. Full Service History. **£20,500**



Rolls-Royce Silver Shadow II
1977, 41000 miles, Le Mans Blue, Beige interior. This is a Very Nice Silver Shadow II in a lovely colour combination. Fitted with front head rests and w/w tyres. Full Service History. **£24,950**



Bentley Continental R
1997 (98 mod), 38000 miles, Racing Green, Magnolia Piped Spruce interior. Fitted with rear parking sensors and Clear front indicators lenses Serviced and maintained by us since 2007. Full Service History **£51,950**

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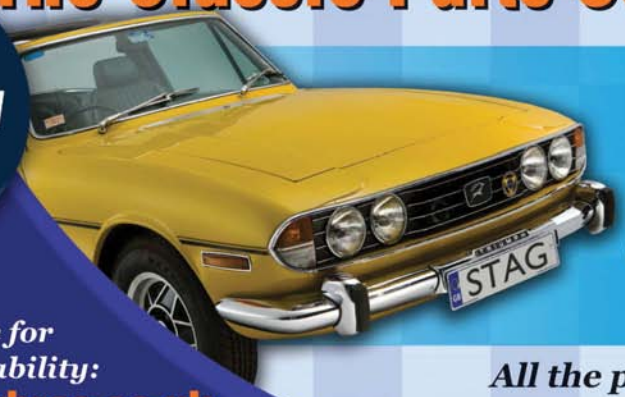
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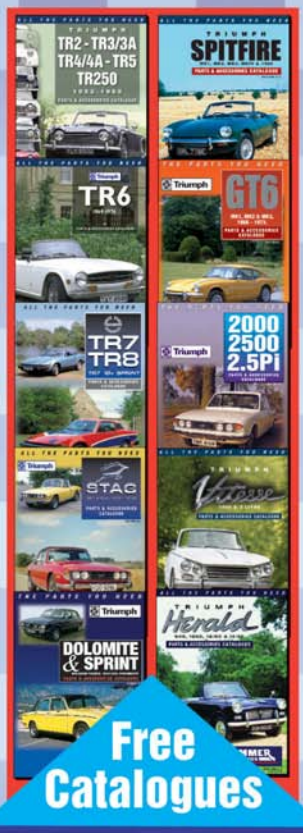
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2012/62 Bentley Mulsanne. Finished in unmarked Beluga Black with Fine Ivory coachline. 21 inch, 15 spoke alloys, Linen interior, secondary hide in Beluga with Piano Black veneers. Embossed B's to waist rails, picnic tables. Rear blinds to doors and rear screen, vanity mirrors. Only 27,250 miles, Full History. Outstanding value at only.....**£133,750**



2011/12 Model Bentley Flying Spur Speed Mulliner. Finished in Pacific Blue with Imperial Blue Mulliner interior with contrasting embossed flying B's. Electric rear seats and massage seats front and rear, and electric sunroof. Only 32,000 miles with Full Service History, One Owner. Totally immaculate throughout.....**£69,750**



2008/08 Bentley Continental GT Speed. Finished in Midnight Emerald with Ochre interior in Mulliner style. Secondary hide in Cumbrian Green with Flying B's and drilled pedals. Only 2 owners with just 16,000 miles. FSH and in immaculate condition throughout. Value at only.....**£58,950**



2006/06 Bentley Arnage T Mulliner. Finished in Silver Storm with Soft Black interior, with Linen stitching and embossed Flying B's. Piano Black veneers with turned alloy dash and waistrails. Fully electric rear seats. Only 54,000 miles with FSH. Immaculate condition throughout.....**£43,950**



2005/05 Bentley Continental GT. Finished in Diamond Black with Saffron interior. 19 inch split rims. Stunning condition throughout. Full Service History. Unrepeatable value at only.....**£30,950**



2005/05 Bentley Arnage R LWB LHD. Finished in unmarked Acrylic White. Glass sunroof to the rear. Interior Linen leather with Walnut veneers inlaid with Flying B's. Cocktail cabinets, picnic tables and rear vanity mirrors. Electric rear seats with stowage compartments. One owner, chauffeur driven, only 20,900 miles with history. Currently on French plates, can be registered in the country of choice. As new and unmarked, only.....**£55,950**



2005/05 Bentley Continental GT. Finished in Moonbeam Silver with 19 inch split rim alloys, with Portland interior, Portland carpets and Nautic secondary hide. Only 54,000 miles with FSH. Known to ourselves. Outstanding condition throughout. Value at only..**£33,950**



2004/04 Bentley Arnage T Mulliner. Finished in Beluga with Beluga interior with contrasting stitching and embossed Flying B's. Only 23,000 miles with Full Service History. Immaculate condition throughout.....**£37,950**



2003/03 Bentley Arnage R. Finished in Fountain Blue with Cotswold interior and Walnut veneers, with DVD screens to the rear and electric rear seats. Only 57,000 miles with FSH. Immaculate condition throughout. Value at only **£32,950**



2003/03 Bentley Arnage R. Finished in Masons Black with Limited Edition 18 inch Arnage Le Mans wheels with Soft Black interior, with Black carpets and Black secondary hide. Only 44,000 miles with Full Service History. A really beautiful example and must be seen.....**£31,950**



2003/03 Bentley Arnage R. Finished in Moroccan Blue with Arnage T alloys. Cotswold interior with Midnight Blue carpets and full Walnut veneer including steering wheel. Only 31,000 miles with Full Service History. Immaculate throughout and outstanding value at only **£33,950**



2003/03 Bentley Arnage T. Finished in Graphite Metallic with electric sunroof. Cotswold interior with Flying B in Beluga, with DVD screens in the rear and full Walnut veneer. Known to ourselves for last 5 years and maintained regardless of cost. A stunning example throughout. Amazing value at.....**£29,650**



2002/52 Bentley Arnage R. Finished in Verdant Green with Savannah interior and Spruce Green carpets with contrasting piping. Walnut veneers and Flying B's embossed on the waistrails. Only 2 previous owners with just 41,000 miles and FSH. Immaculate condition throughout and must be seen.....**£32,750**



2001 Y Bentley Arnage Red Label. Finished in Silver Pearl with Beluga interior piped in White and Mulberry carpets. Electric rear seats, F & R parking sensors, electric folding mirrors and SatNav. Known to ourselves since 2008. Only 77,000 miles with FSH and in immaculate condition throughout **£26,995**



2001 Y Bentley Arnage Red Label. Finished in Silver Storm with chrome radiator shell. Interior in Soft Black leather with matching carpets and Walnut veneers embossed with Silver winged Flying B's. Vanity mirrors to the rear, fully electric rear seats. Four brollies for rainy days. Known to ourselves for a number of years, with FSH. Immaculate throughout and outstanding value, only **£22,950**



2000 W Rolls Royce Silver Seraph. Finished in Black Sapphire with Cream fine lines. Electric sunroof. Magnolia interior with French Navy piping and French Navy carpets piped in Magnolia. Fully electric rear seats and vanity mirrors. Only 52,000 miles with FSH. Known to ourselves for last 6 years. Immaculate condition throughout....**£52,950**



1999 T Bentley Azure. This very rare car is finished in Silver Pearl with Soft Black interior, with Walnut veneers and Black carpets. Only 52,000 miles with FSH. 2 owners since 4 months old. Pristine condition throughout. A very rare car, must be seen.....**£67,950**



1997 P Bentley Turbo RL. Finished in Masons Black with Parchment interior with Black piping and Black carpets with Parchment piping. Only 65,500 miles, FSH, known to ourselves for last 10 years. Immaculate condition throughout **£18,450**



1996 N Bentley Brooklands. Finished in Brooklands Green with Magnolia interior piped in Spruce Green. Fitted with Matrix radiator grille and badge bar. Fitted with rear screens. Only 55,000 miles, known to ourselves since 1999, FSH. Unmarked throughout and must be seen.....**£16,950**



1994 M Silver Spur MK III. Finished in Ming Blue with a Light Tan interior. A very classic colour scheme. Known to ourselves for many years and is in outstanding condition throughout. Full Service History. Outstanding value at.....**£14,750**



1992 J Silver Spirit Mk II Active Ride. Finished in Royal Blue with Parchment interior piped in French Navy with French Navy carpets. Only 44,000 miles with Full Service History. Only one owner from new and can only be described as like new throughout.....**£19,450**



1992 K Rolls Royce Silver Spirit MK II Active Ride. Finished in Balmoral Green with Georgian Silver coach lines with Spruce Green interior piped in St James. Only 44,000 miles with Full Service History. A real Gem, cars in this condition are so rarely found, not to be missed at only.....**£16,750**



1991 J Rolls Royce Silver Spirit Mk II Active Ride. Finished in Brooklands Green with Parchment interior piped in Spruce Green with Spruce Green carpets piped in Magnolia. Known to ourselves for last 10 years. Only 67,000 miles with FSH. Immaculate condition throughout.....**£17,250**



1989 G Rolls Royce Silver Spirit ABS EFI. Finished in Royal Blue with Magnolia interior piped in French Navy and French Navy carpets piped in Magnolia. With only 64,000 miles and FSH. Known to ourselves for last 3 years. Winner of the Montague Trophy at the RREC August 2014. This car is fantastic, only.....**£16,450**



1982 X Rolls Royce Silver Shadow Series II. This Silver Shadow was probably the very last Shadow II ever registered in March 1982. Finished in Honey Gold with Beige interior piped in Walnut, with Fawn carpets piped in Beige. Only 34,000 miles with FSH. This car has had 28 services and is almost like new.....**£29,975**



1982 X Corniche Convertible Series II LHD. Finished in unmarked Larkspur Blue with Stunning Magnolia interior, piped in French Navy and French Navy carpets. High level brake light, new mohair hood just fitted. Low mileage. Beautiful condition throughout and an ideal car for your Villa **£67,950**



1980 V Rolls Royce Silver Shadow Series II. Finished in Classic Walnut with Cream interior. This car has been professionally converted to Diesel by fitting a 4.6 Toyota Land Cruiser engine and should do 28 MPG, possibly more. Superb condition throughout. Must be seen, only **£15,950**



1978 S Rolls Royce Silver Shadow II. Finished in Walnut over Silver Sand with Cream interior piped in Walnut. Fitted with picnic tables and a rare extra of electric door mirrors. Only 47,000 miles with Full Service History. Known to ourselves for last 13 years and serviced to the highest standard. Recent hydraulic brake overhaul **£25,950**

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1988 BENTLEY CONTINENTAL CONVERTIBLE By Mulliner Park Ward. White with beluga interior, 39,000 miles, New black mohair hood, Chrome radiator shell and Flying B mascot, Totally immaculate throughout. **£74,950**



1979 BENTLEY TII Finished in Walnut Brown with Beige Interior, 124,000 miles. Bentley Alloy Wheels, Halogen Headlamps. We have known the vehicle for 22 years. Excellent Condition. **£19,950**



1995 BENTLEY TURBO S Brooklands Green with Parchment hide. No 39 of only 75 produced. 49,000 miles. Outstanding condition throughout. **£17,950**



1996 BENTLEY BROOKLANDS Midnight blue with magnolia interior piped in blue. 54,000 miles. Full service history. Outstanding condition throughout. **£16,500**



1984 ROLLS-ROYCE CORNICHE Graphite Grey with Tan leather interior and new Black mohair hood. Extensive work carried out over last 16 months totalling over £60,000. Outstanding condition, must be seen. **£67,500**



1999 ROLLS-ROYCE SILVER SERAPH Royal blue with barley interior piped in French navy. 29,000 miles. Burr walnut veneer, rear picnic tables. Just serviced and MOT. Immaculate throughout **£42,500**



1980 ROLLS-ROYCE CAMARGUE AUTO Mistletoe with Parchment interior piped in Green with Stone carpets. 74,000 miles. One of only 500 produced. **£39,950**



1999 ROLLS-ROYCE SILVER SERAPH Silver Tempest with Oatmeal Interior. Top Roll in Slate Grey, Matching Carpets, Lambswool over rugs. 79,000 miles. Rear Quarter Companion Mirrors. Whitewall Tyres. Outstanding Condition. **£34,500**



1996 ROLLS-ROYCE SILVER DAWN Royal Blue with Sandstone interior piped in French Navy. 43,000 Miles. Veneer panels in all four doors. Chrome door mirrors. White wall tyres. F.S.H. Immaculate throughout. **£24,500**



1979 (T) ROLLS-ROYCE SILVER SHADOW II AUTO 4 DOOR SALOON Oxford blue with French Navy interior. 62,000 miles. Rear RR badges, Front head rests, Rear foot rests, Whitewall tyres. Outstanding condition. **£22,500**



1979 ROLLS-ROYCE SILVER WRAITH II LWB Moorland green with beige interior. 98,000 miles. Rear seat belts. Recently had engine overhaul & new radiator. Beautiful condition throughout **£14,950**



1988 ROLLS-ROYCE SILVER SPIRIT. Royal Blue with Magnolia Interior Piped in French Navy, 52,000 Miles, Rear ¼ Badges, Avon White Wall Tyres, Last owner has owned the vehicle since 1994 **£11,950**

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A Gentlemans Express. 1975 Bristol 411 Series 4. As a Bristol enthusiast for over 40 years being well known for specialising in the marque throughout the 70's and 80's. I can clearly state this is probably one of the nicest 411's I have had the pleasure of owning. In 1991 she underwent a total body off restoration including a total engine re-build and bare metal re-spray. All bills and photographic evidence available. Fitted with the famous Avon safety wheels. Being powered by the 6556cc Chrysler V8 engine, with her limited slip diff and self levelling suspension makes her a very modern car to drive, a very sort after classic.



1935 Rolls-Royce 20/25 sports saloon with coachwork by Lancefield probably one of, if not the best, I have ever had the pleasure of owning in my 50 years dealing in the Marque. Having just undergone a total engine refurbishment through our workshops in order to bring her mechanically up to the rest of her exquisite condition. Beautiful unblemished coachwork with unmarked fluted Grey leather interior, wonderful detailed Walnut woodwork. Full length sunroof, le Marr hubcaps. The first person to see this car will have to own her.



1935 Talbot AX65 bodied by Darracq. Commonly and previously known as the Talbot 14/45. This fantastic, powerful, spacious, 4 door family saloon, being a local car to us and known by us has a superb body and mechanics and a beautiful totally original tan leather interior. With its highly advanced pre select gearbox is finished in Masons Black and Ivory. Full size sunroof. All original period fittings.



ORIGINAL LEFT HAND DRIVE. MGC GT. With Overdrive 1969 this beautiful 3 litre MGC GT was supplied new to Florida and re imported into the UK in 1990. She has now just undergone a total major body restoration, with all new chrome, new wire wheels and new tyres. With all photographic evidence and bills available. And of course also a total major mechanical overhaul. Being finished in Tartan Red with Black leather interior, now ready for extensive touring of the Continent. Any inspection invited.



1951 Daimler Special Sports Drophead with coachwork by Barker. Being in lovely all round condition with an extensive history file and she still retains her continental touring kit as supplied by Daimler from new. Only some 500 of theses rare Daimlers were ever produced. Powerful 6 cylinder engine with Four speed pre-selector gearbox. Quite unrepeatable.

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1924 Rolls-Royce Silver Ghost. Three position all weather open tourer with original coachwork by Barker, all matching numbers and 4 wheel brakes. This very rare example, being able to be fully closed, Sedanca-de-Ville or full open tourer, is in magnificent condition throughout. Having recently undergone a major and total refurbishment, both cosmetically and mechanically with full photographic evidence available. Finished in Sage Green & Black with Beige West of England cloth to the rear, Green leather to the chauffeur's compartment. Fully lined Beige Double duck hood. Full set of original chassis sheets and now is ready to drive around the world definitely a one off and a sheer investment.



1934 Rolls-Royce Phantom II Six Light Limousine with Division and coachwork by Barker. Delivered new to Lord Leverhulme the founder of Lever Brothers. The Great Gatsby Era all over again. Being Finished in Coffee and Cream with White wall tyres. Beautiful lush Maroon West of England cloth to the rear with occasional seats and cocktail cabinet. Red leather interior to the chauffeurs' compartment. Having twin side mounts with wheel mounted mirrors, a rear luggage rack, P100 headlamps, twin fog lamps and horns, a very imposing car indeed. Just undergone a major mechanical overhaul including a complete new exhaust system. Lovely sound body, perfect chrome, a very eye catching example and sensibly priced.

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1937 Rolls Royce 25/30 Six Light Saloon by Hooper & Co. Black over white finish. Black hide driver's compartment, magnolia hide rear with blue Wilton carpet. Extremely fine condition. Maintained to very high standard. Complete engine overhaul 2013, which included replacement of big ends. A fabulous example with beautiful Hooper coachwork.....**£49,750**



SILVER CLOUD 2, Sand over Sable, 1959, 66,900 miles, Tan Hide interior. Full Service History and MOT's, perfect Chrome new under wing heater. 1 Family owner from new, Father and Son. Low mileage, in perfect original condition as new **£59,950**



1993 ROLLS ROYCE SILVER SPIRIT III Racing Green with Parchment hide interior piped Green with Green carpets and Over rugs. Fully stamped service record. 46,600 miles, presented in first class condition throughout.....**£18,450**



1978 SILVER SHADOW II scarce factory white car with dark blue hide having covered just 66,195 miles with full service history. A fine example in exceptional condition. **£21,950**



1964 ROLLS ROYCE SILVER CLOUD III, Shell Grey with Grey hide interior Air Conditioning. 88,000 miles. 2 owners from new. Comprehensive history file. This Silver Cloud III is presented in stunning condition throughout. One of the very finest examples on the market today. Concourse condition **£95,000**



1978 ROLLS ROYCE CORNICHE CONVERTIBLE LHD finished in White with Blue roof. Dark Blue hide interior with Dark Blue carpets and Lamb's Wool over rugs. Covered 94000 miles with service History and Build Sheets. A very attractive Left hand drive example in excellent condition.....**£44,950**



1977 ROLLS-ROYCE SILVER SHADOW II in Silver Sand with a Brown everflex roof. Brown Hide interior. Wooden picnic tables. 94,300 miles with full specialist stamped service book, some invoices and MoT's. An excellent example **£14,950**



1987 ROLLS ROYCE SILVER SPIRIT Forest Green, Magnolia hide piped in Green. One of the very last carburettor Spirits made. 34,000 miles with full service history. Maintained to the highest possible standard. Presented in first class condition throughout.....**£15,800**



1982 ROLLS ROYCE CORNICHE CONVERTIBLE. Royal Blue with Light tan hide, dark Blue carpets and Lamb's rugs. Covered just 85,000 miles from new. Full specialist service history, Build sheets and past MOT's. Truly stunning example and has to be one of the finest of its type on the market today **£58,950**



1987 BENTLEY CONTINENTAL CONVERTIBLE, finished in Tudor Red with Black hide interior. Coded bumpers,Chrome wheel arch finishers, painted radiator grille slats and a Denon amplifier. 60300 miles with full specialist and main agent service history. An outstanding example of this scarce model.....**£78,000**



1988 Rolls Royce Silver Spirit, Windsor Blue with Parchment hide piped in Blue with Blue carpets and Lamb's wool over rugs. 49300 miles and with only 2 former keepers. Presented in 1st class condition throughout. Impressive history file including involves, fully stamped service book, drivers Handbook and other supplements. **£15,950**



1929 ROLLS ROYCE PHANTOM II SEDANCA DE VILLE. 2 year restoration between 2000 - 2002 at Wildae Restorations costing £30,000. Work included engine, gearbox, axles, suspension and exhaust. Bodywork received a full restoration by its owner. Trimmed in red hide, beige cloth headlining. Coach built Thrupp & Maberly body. Full and very interesting history file including Rolls Royce build sheets, many invoices. Magnificent condition inside and out.....**£168,000**



1978 Bentley T2, finished in Brewster Green with Tan interior. 56,900 miles with an extremely comprehensive history file. A perfect example of an increasingly scarce and desirable model.....**£24,950**



1953 ROLLS ROYCE SILVER DAWN LHD. Finished in Silver with Red interior. Fitted with Power steering, Air conditioning and seat belts. Total renovation at Rolls Royce specialists with a huge history file detailing over £50,000 spent. Presented in concourse condition throughout, this is surely the finest Dawn on the market today **£67,000**



1985 ROLLS-ROYCE SILVER SPIRIT, Ice Green, 85,480 miles, Green Hide interior with Oatmeal cloth headlining.. A very nice example with Full Service History and Invoices. **£8,750**



1957 ROLLS ROYCE SILVER CLOUD I finished in Two Tone Blue with dark Tan hide with Blue piping. Covered just 88,600 with an extensive history file. Featuring electric windows all round. Registration 12 HYU included **£39,950**



2012 BENTLEY CONTINENTAL GT 6.0 W12 MULLINER DRIVING SPECIFICATION. Anthracite, Portland and Beluga hide Grey lamb's wool over rugs, Carbon Ceramic Brakes. Naim Audio System. Presented in perfect condition, this one owner car has been chauffeuring driven from new and has covered a mere 10,000 miles **£89,500**



1935 BENTLEY 3.5 LITRE PARK WARD, in Maroon with Black hide interior. History file to include past MoT certificates, invoices for works and copies of the original build sheets. New cylinder head, stainless steel exhaust and spring gaitors. Retaining its original tools as well as very smart Black wire wheels. This car runs and drives very well and is presented in excellent original condition inside and out.....**£59,950**



1963 SILVER CLOUD III, Sand over Sable, 66,119 miles, Beige Hide interior. Recently serviced with some history and new MOT. Beautifully restored example with air conditioning. **£69,000**



1996 BENTLEY BROOKLANDS SWB LPT. Black Garnet with Magnolia hide interior, piped in red with red carpets. 70,000 miles with full service history, known to us for over 5 years. Replacement of cylinder head gaskets 3,000 miles ago. Extremely smart example presented in 1st class condition throughout and offered with full service history.**£15,750**



1958 BENTLEY S1. Left Hand Drive finished in Black over Green with Grey hide interior. 113,500 Kilometres (70,000 Miles). Originally sold to Switzerland. Documentation included. Very scarce factory air condition. 1st Class condition inside and out **£62,500**



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RECENTLY RECYCLED



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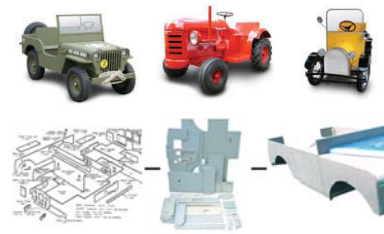
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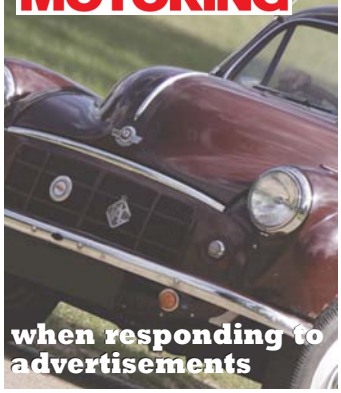


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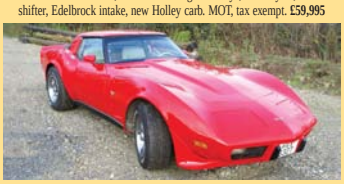
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WHAT'S IN A **NAME?**

This year marks 55 years of the Mini Cooper, a name that's as popular now as it was when this racing car maker helped save this out of favour economy car

What do they say about racing improving the breed and win on Sunday, sell on Monday? Well, in the case of the iconic Mini it certainly proved to be the case – despite rather than because of its designer Sir Alec Issigonis.

The father of the Mini was initially dead set against hotting up his economy car and yet it proved to be a lifesaver for this quirky design that the public was originally slow to take to its heart. Launched in 1959 as a better alternative to those funny (and now highly prized) 'Bubble cars' that came to prominence due to the 1956 Suez Crisis, our British BMC baby had a troubled upbringing with the average motorist – not least due to the myriad of teething troubles it suffered – a BMC speciality…

However, the brick on wheels was instantly loved by more lenient enthusiasts who, thanks to the car's remarkable handling, could see enormous potential in making one much quicker than the standard 39bhp 848cc model could muster and live with the numerous faults!

Issigonis' stance was strange because he was actually very keen on motorsport although believed, "If you go in for any kind of competition it is a complete waste of time unless you win."

Tuning the A-Series engine was, by the turn of the decade, a well established practice thanks to the engine being used in Formula Junior racing and pretty soon hotter Minis surfaced, including one

MINI COOPER

REMEMBER WHEN...

1961

As East and West squared up to each other in Cuba and Germany, 1961 was a pretty bleak year as these snippets reveal

Biggest news of the year was man going into space. First was Russian cosmonaut Yuri Gagarin that April, completing one orbit in Vostok 1, with the US following suit with a 20 minute sub-orbital flight two months later.



There was a 'credit crunch' in the UK as Chancellor Selwyn Lloyd announced a base lending rate of seven per cent. A year later purchase tax on motor vehicles was slashed to boost flagging sales.





Cooper used a de-tuned racing unit; note special speedometer and dials but no rev counter. Cooper name survived until 1969







from Downton Engineering (who went on to develop the Cooper S) that Issigonis rather took to. Racing legend Stirling Moss was probably the first celebrity to crash a Mini but it was a lengendary race car builder who really put the Mini on the map.

ENTER THE SUPER COOPER

As the time the Mini was launched, John Cooper was already on the way to securing his first Formula 1 crown with this revolutionary, mid-engined single-seater layout that changed the face of racing cars for ever. He struck up a friendship with Issigonis and even let the Smyrna-born engineer loose in a Cooper Grand Prix car at one Silverstone test!

When the new Formula Junior category was introduced, Cooper asked BMC to supply special A-Series engines which were specially tuned 70bhp 948cc Frog-eye Sprite (featured in a buying guide elsewhere in this issue) units. Cooper was also lent a Mini to take to the 1959 Italian GP at Monza where it impressed fellow race constructors as well as the F1 drivers, many who, as a consequence, bought and modified their own Minis.

Cooper saw this as a massive compliment to the car's basic design and so made his own; a Cooper, fitted with a 997 Formula Junior engine and special disc brakes he had Lockheed make up. A sceptical Issigonis drove the Cooper car and gave it the thumbs up – all the pair had to do now was convince BMC head George Harriman to turn it into a production model, which was no easy task.

Yet convince him they did and Cooper's reward was a £2 royalty on all cars sold – once they were built that is because some of the Mini's troubles were only compounded by the faster Cooper version and the July launch date looked optimistic.

At launch, ten Coopers were evenly split between Austin and Morris and the motoring press were joined by some 27 Grand Prix drivers wanting to have a go too!

As the car was to be homologated for racing, 400 were made before the car was officially released to dealers on 20th September although even then some at BMC were concerned about the reliability, especially the new-fangled disc brakes and the special nylon cord C41 Dunlop tyres.

ROAD AND TRACK

The new Mini was a marvel. While laughable now, the car's dash to 60mph in 17.2 seconds was deemed impressive, as was its top speed of 85mph. Couple this with the car's exceptional handling and few cars – even Mk2 Jags – could keep up with a Cooper and at under £600 was the default choice for well heeled enthusiasts who could afford the insurance premiums.

It was the year that Britain applied, for the first time, to join the Common Market, while Russia split Berlin in half by building the famous wall around the former capital of Germany. US tries to topple Castro as Cuban leader.



Late that summer the dance craze called 'The Twist' hit the UK but the top records were Poetry In Motion by Jonny Tillotson, Walk Right Back by the Everley Brothers, Del Shannon's Runaway and Elvis with his Latest Flame.



At the cinema was one of the classiest films ever, Breakfast at Tiffany's, plus the Xmas favourite Guns of Navarone. Maigret of the French Police and secret agent John Drake as Danger Man were on the TV.





Subtle trim changes were a hallmark of the Cooper making them a real Q car in its day

"A wolf cub in sheep's clothing" *Motor* said that many will think that "£680 is better spent on this model than on something bigger but no better."

TRACK STAR

The launch of the Mini Cooper coincided with the appointment of a young Stuart Turner as head of BMC's competition department and the pair were a marriage made in automotive heaven resulting in instant successes on the race track and rally stages. This was further rammed home with the advent of the higher tuned Cooper S; a Mini initiated by Cooper yet developed by Downton Engineering. The Cooper S was destined to offer a choice of three engine sizes – 970cc, 1071cc and 1275cc – to suit different competition disciplines; the 970 was a 'screamer' that only die-hard motorists would go for and the best all rounder was largely perceived as the 1071cc being a lot sweeter if not as slogging as the 1275.

The success of the Cooper filtered down to showroom sales of all Minis. Celebrities and Royalty loved to be seen in this classless car and by 1969 the millionth Mini was produced, the same year that the car gained immortality by starring in *The Italian Job* although ironically by now the days of the Cooper were almost over.

1969: ALL CHANGE

Ten years after the car's launch British Leyland, who took over BMC with the encouragement of the Labour Government, the year before, was to launch the first major revision of the Mini, not least calling it a brand in its own right. Head of BL was super salesman Donald Stokes who saw little worth in the Mini's success in motorsport. Wielding the axe to the Competition's Department he then looked at the Cooper connection. John Cooper, who pulled out of Grand Prix racing in 1969, hardly helped his cause when, asked by Stokes what was his role at the carmaker, the cheeky chappy replied: "I come up once a fortnight to wind Issigonis up".

The pragmatic Stokes soon cut his connection with Cooper and the name, preferring to call the new sportier Mini Clubman the 1275GT although the Cooper S survived – probably due to a more water-tight contract with Downton – and lived on for a further two years. The official line is that sky high insurance premiums were the cause of the Copper cull; it was placed in Group 4, the Cooper S in top Group 7 rating whereas the new 1275 was only Group 3 yet faster than any standard Cooper.

However, the excellent biography of Issigonis provides another perspective, that Cooper was becoming a bit too cheeky and overconfident. In 1965 he wrote to BMC's Harriman describing a super Cooper he intended to market. Harriman was furious Cooper had gone so far down the line without consulting him and refused to give approval. Perhaps the 'cosy' relationship was never quite the same again?

ALL IS FORGIVEN

There's little doubt that there was some bad feeling over Cooper being dropped from BL's plans and most industry pundits reckoned the short-sightedness of Stokes in not appreciating the connection was just one of the many, many mistakes made which led to the demise of the carmaker. But on the other hand, Ford dropped the Lotus tie up with its Cortina and went on to forge far greater success with its RS label!

Cooper, who always remained a premier name in Mini circles had the last laugh when his name (and now bonnet signature) returned to the Mini in 1990, ironically as a marketing ploy to inject new life into the car that was old enough to be a classic. This in turn lead to John Cooper Works Conversions and a new line of tuning and customising gear that snared a new buying base. When the old Mini made way for the BMW one, there was never any doubt that the Cooper name would be retained where it accounts for the majority of MINI sales...

THE CAR IS THE STAR

The super Cooper was a star of the silver screen, such as Julie Christie's in The Fast Lady, a comedy starring Leslie Phillips, and do you remember pre-Prisoner Patrick McGoohan as secret agent John Drake in Danger Man driving a Taurus-tuned Cooper S? Peter Sellers drove his own special Cooper S in A Shot In The Dark but the car's real claim to fame was, of course, in the Italian Job where Red, White and Blue Cooper Ss immortalised the Mini. And yet BLMC still made the film makers pay full list price for them... And the rest as they say, is history.



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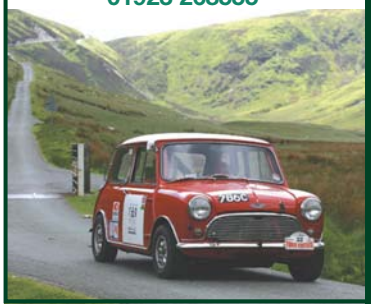
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Arriving soon from the USA. Sound car for restoration. More details on request.
£12,950



TRIUMPH TR3A 1959
From the USA. Good car to restore. More details on request.
POA



SUNBEAM ALPINE 1954
From the USA. Superb example. More details on request.
£24,950



ELVA MK2 1957
Arriving soon from the USA. No bodywork. Interesting project. Early pictures of actual car shown.
£12,950



JOWETT JUPITER 1952
Rare opportunity. Jowett Jupiter, mostly complete & solid for restoration.
£6,950



MGA COUPE 1958
Arriving soon for restoration. Original & complete for restoration. Chassis rusty across the centre. More details on request.
POA



FORD PREFECT 1955
From the USA. Lovely sound & very original little car.
£5,950



TRIUMPH TR7 CONVERTABLE 1980
Arriving soon from the USA. 38,271 miles. Not many as good as this one. More details on request.
£9,950



JENSEN HEALEY 1973
Just arrived from the USA for restoration. More details on request.
£4,950



JAGUAR XK140 MC ROADSTER 1955 LHD
Work started.
£29,500



INDIAN CHIEF MOTORCYCLE
Circa 1948 Indian Chief Motorcycle Arriving soon.
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1933 Austin chrome rad 10-4 tourer 2 seater and dicky. Finished in mid blue over black this delightful little tourer is a stunner recent new paint work and an engine that runs like a Swiss watch perfect for a relaxing drive in the country or to take to shows, this little cracker is a real head turner **£9,750**



1937 Type AAR "New" Ruby saloon. Finished in British racing green over black with a gold coach line this car has returned to us after 15 years with last owner due to a house move. Great starter and has been in regular use whilst it has been away. Original green leather interior. A very pleasant car to drive. **£6,395**



1954 Ford Popular 103E. The ever popular Ford Popular is as pleasant a drive as you're likely to find for this age of carriage. Nut and bolt restoration in the mid-80s with photos in his history file. Starts 1st time every time, good brakes, very original car. Original registration number. Paint work and interior in fine condition and ready to use. Tax exempt and cheap to insure **£5,750**



1936 Austin 10/4 Sherborne. This delightful Austin 10 Sherborne was first registered on the 1st of February 1936 to Harry Ferguson Ltd, Donegal Square East in Belfast where he ran the May Street Motor Company. And is still bearing its original EZ Registration number. Starts on the button every time and stops square and true. Finished all in black with a blue coach line Blue vinyl seats and recent black carpet. With four new tyres just fitted its ready to go. **£8,250**



1961 Daimler Dart SP250. 3 owners from new with large history folder. Finished in cream with blue interior. Professionally serviced by red triangle. In very good condition throughout with original factory fitted hard top **£33,500**

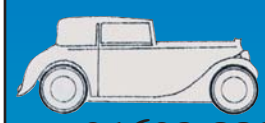


1971 Austin 1100 Super De-Luxe For Sale. Registered 21st June 1971. Finished in original lime flower green with black vinyl interior. A smart and very usable 1100 fitted with a fully working original radio. Full Northern Ireland M.O.T and ready to drive away **£3,250**

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1960 Mercedes 190SL LHD Reg 8AT,
Cream with red leather interior. Another car completely restored by us some years ago, but with little use since. Still in as restored condition. Price includes number plate. **£110,000**

1962 Mercedes 300 SE Cabriolet W112,
Grey with red leather trim, nearing its completion of restoration. Body number 2 very early and quite special - Offered for sale at **£110,000**

1965 Mercedes 300 SE Coupe W112
silver over grey with red leather interior, sunroof and electric windows. This car has competed many long distance rallies and is currently in coil spring suspension and comes with invoices for extensive work in recent years such as re-trimmed seats, re-veneered wood and new bumpers. **£34,500**.

SOLD

1962 Mercedes 300 SE Fintail W112
blue with grey interior, this car is currently under going restoration including a rebuilt engine with a 5 speed manual gearbox, and coil spring suspension, again a superb rally car that would be worthy of any concourse event let alone a rally. This car is offered at **£38,500**,
a steal considering what has been done and spent.

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email barriemgracer@yahoo.co.uk

HAPPY HUMBUG TO ALL — CALL ME LOTS



MG TA fitted with an TC XPAG engine and box, Thomkins steering conversion and later TC wheels. It is a local car and being sold for its owner. I sold this about 4 years ago and it is used regularly at local shows. Nicely pattinated, [I hate that word] and with excellent weather equipment including a full tonneau. Essentially a TB in spec. Not expensive **£25,995**



MG TA trials car fitted with highly attractive trials body work, a fun and purposeful TA. I've owned before and used it. Its body is beautifully crafted in aluminium including the body, wings and doors. The engine is XPAG and it is fitted with a 5 speed box and VW [illegible] upgrade. All the sensible improvements that make its nice very attractive. The weather equipment includes full tonneau and is in good condition. The car carries many attendance [illegible] past events and it has been used for fun and trials. You could do the same. **£24,250**

SOLD



1939 TB with a lovely cycle winged body. This car was built many years ago in Australia and is well known tom the TB register. I bought it for me, but I've too many toys. It sits in my garage at home while I play with it. The car that is.... It is a lovely TB fitted with a mildly modified XPAG engine and steering upgrade, it drove fast and well when I last used it. Our local auction house valued it at £35K which is par for the course for a TB, and this is unique. I'm not fussed if it goes, but ring if you are interested. **£29,950**





1936/7 Ashley Cleave Brooklands/Shelsey Special

As previously said my Ashley Cleave special,as raced at Brooklands in 37, is still for sale. It can be bought as is or I can complete it. It is a recognised Brooklands competitor. Shelley Special, dominant in trials, circuits sprints, h/c and with over 500 awards. Reviewed by Bill Boddy in Motor Sport. It is eligible for many varied and coveted races and events. It starts at 35k as is with the rolling chassis restored and the rest negotiable. I've had it for 23 years. Or you could be a real anorak and buy ano telligible for anything pointy tail pub car for 50k.

Price according to spec when finished, starting at **£35k** but make me an offer.



Built in the 30s by Corsica, body makers for Bentley, Mercedes, Sunbeam, etc. Thistime warp 4 seater touring body is authentic and not a re creation. It is complete with seats, hood,hood bag, wings. Superb fold flat screen all origi-nal. Not a collection of bits. To have it made now would be 40k ish. Be authentic for **£6,995**.

MGTD/C. This is one of the very rare competition models, with bigger valves, carbs, and twin shocks. About 1200 of these were built. This one is LHD, easy to change, its interior is good and correct, the paint has a few chips and scrapes, and it drives very well. These are very sought after cars and I'm not asking the usual top dollar. **£22,995.**

MG T-Types and complete collections purchased in any condition. Garage clearouts. Many parts for sale. Collection and delivery arranged world-wide. Advice free, and I hope, correct. If not, try someone else.

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VAUXHALL CALECHE
1940, made in Australia. In superb condition. Maroon with black wings. Excellent chrome and has an MoT.
£19,950

Barn Finds



FORD MERCURY CAPRI
LHD, hard top / soft top. Been standing – needs recommissioning. These cars were built with MR2 turbo engine. **£995**



AUDI 90 QUATTRO
Four wheel drive, runs but runs rich – needs sorting out. **£995**



TRIUMPH 2000 MK1
Needs lots of work, Auto, might break if enough interest.



TRIUMPH MK1 2000
Very rare Estate, Lots of parts been removed, but included **£1,500 for the pair**



AC REPLICA
Rover V8 engine with Ford dress up kit. Tax exempt, superb – a beautiful looking car with excellent paintwork and new dark blue leather interior. **£17,500**



BENTLEY TURBO R LWB
1997, so one of the last. Cherished reg included – WJW 214. Lots of options – wood steering wheel alone was a £1600 extra. Excellent service history. **£10,950**



BENTLEY T2
Quite rare, recent MoT, dark green with cream leather interior.
£7,500



LANCIA INTEGRALE HF
4 wheel drive, 80,000 miles, excellent history, recent MoT.
£6,950



MERCEDES 300CE 2 DOOR COUPE
110,000 miles, This car has the rare Sportsline chassis, Metallic Black with grey leather, Sunroof and alloys and is Wonderfully clean inside and out. **£5,750**



RENAULT CLIO WILLIAMS 3
Service history, low miles, excellent condition.
£5,500



JAGUAR SERIES II
3.4, automatic, dark green with black leather interior. Chrome steel wheels. Bills for over £8,000, recent MoT., 80,000 miles approx. **£4,950**



DAIMLER HEARSE
Rubber bumper - alloy wheels - cherished number included. MoT'd and ready to work. An excellent sound example. Dead cheap … **£4,950**



BMW 318iS COUPE
1999. Blue with grey leather, 5 speed manual. This is the more powerful iS engine. All sport package fitted from new. Loads of history. **£3,500**



ROVER 5 DOOR HATCHBACK 1996
1 owner for 18 years, only 21000 miles from new, 1527 cc diesel engine, excellent history, Almost certainly the best on offer anywhere **£2,750**



BMW Z3
Very rare with hard top / soft top. Bright red with chrome side vents. MoT'd.
£2,500



LANCIA BETA SPIDER
MoT just expired, Had Cambelt etc.
£2,950



FORD FIESTA
1999. 1200cc, showing 76,000 miles. MoT'd. 5 door hatch in red - very practical run around.
£695



KAWASAKI VN800 INDIAN REPLICA
Bright red, 1,800km from new - believed genuine - confirmed by VOSA check, looks like new. Recent MoT. **£5,500**

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DIARY DATES
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Steered in the right direction

How one couple ditched moderns to design a better type of power steering



The attraction of working on classics proved too much for Neil and Gaby Oakley who shelved their thriving independent Volkswagen Audi business to concentrate on oldies and, to be more precise, steer them in the right direction with Lite-Steer.

Power-steering conversions is becoming one of the most popular modifications on classics with electronic adaptations the easiest solution because the system can be fitted and, if required, removed leaving virtually no trace of the alternation. What Neil Oakley did was survey what was already on the market – and make something that was better, and he called it Lite-Steer.

With some 25 years of engineering experience (starting as an apprenticeship at Volvo), working on a wide variety of vehicles, both old and modern, Neil was first alerted to the growing popularity of aftermarket PAS systems when his VW Camper customers complained about the heavy standard steering system. Three years of design and development work led to his speed sensitive Lite-Steer design with the first application ready for fitment back in October 2010 to a classic VW bus, naturally.

Today, after almost 500 units fitted to a wide variety of classics at Neil and Gaby's Burwash Common, East Sussex workshop, the beauty of the Oakley design lies in the fact that the steering column looks standard . "We had a Ferrari in last year and we weren't allowed to change anything on the vehicle, no extra holes or brackets – anything," says Neil, adding that the kit can even be self-fitted on Campers. The unit is supplied fully assembled and comes with comprehensive fitting instructions; you just bolt the unit in and follow the wiring instructions (of which the loom simply connects to the battery and ignition coil. No welding is required). And it speaks volumes for the product's quality that Lite-Steer comes not only with a full two years' warranty but also covered by full product liability insurance for further peace of mind.



All types of classics – cars and vans – can be converted, such as this old Bentley



Once fitted, the steering column looks completely standard, an important point

FUTURE IDEAS

With the Lite-Steer well and truly established, Neil is turning his attention and expertise to other areas of classic car chassis improvements and rack and pinion conversions in particular.

Again, it's hardly a new idea, but the Oakleys are dissatisfied with what they have found on some other set ups, particularly sorting out the geometry and curing the unpleasant trait of bump-steer.

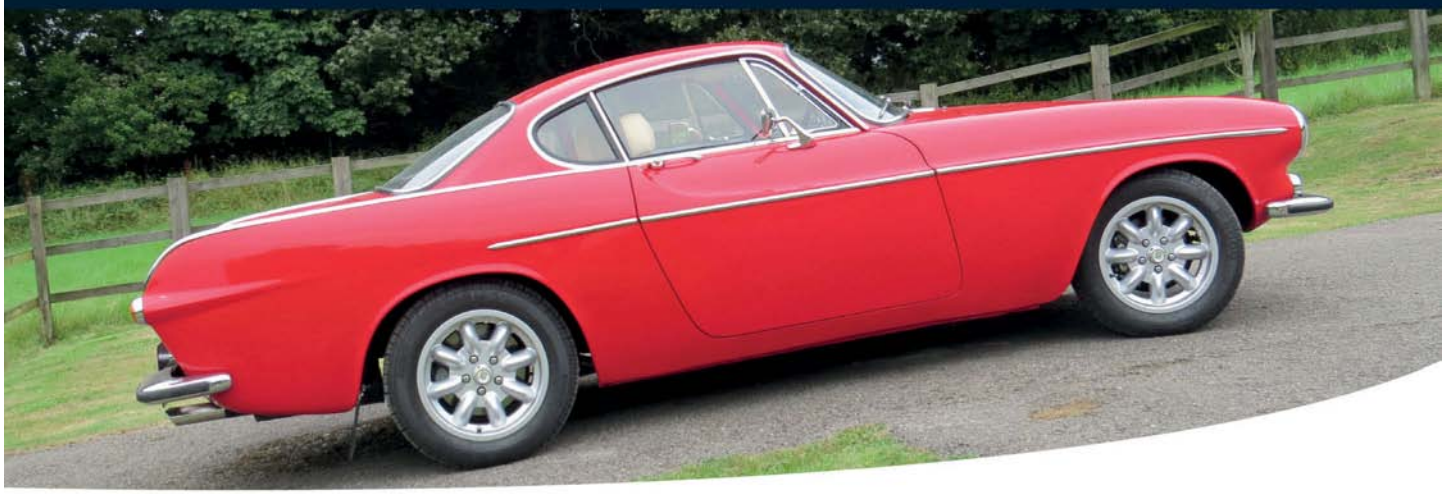
"We give the owners a new found enthusiasm for their classics. We put the joy back which they experienced when they first drove the vehicle. The steering is like that on any modern car but still enjoying the uninterrupted beauty of the classic's character.

"Bear in mind that most of our classic car customers are 50+ and maybe suffering with arthritis, lost mobility and so on. Without our power steering they may well have sold their much loved cars – they don't have to now", says Gaby.

Oakley Innovations LLP,
Unit 5,
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Sunbeam Alpine
Triumph Dolomite Sprint
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VW Type 1,2,4 Air Cooled
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Classic EVENTS



P&P needs more props to entice families?

Angie Voluti

Sywell Aerodrome has a long-held affinity with classic and vintage aircraft, and now it is also making a name for itself for classic and vintage automobiles. Now in its third year, the annual event saw the same mix of refugees from the drag strip along with a smattering of historic Formula 1, an array of motorbikes and more karts than you could count.

The car clubs put forth their usual strong attendance; along with a parade, and live music, 'vintage shopping' was also back again this year. However, surprisingly conspicuous by their absence were the few rides and amusements from previous years, with whispers overheard that both they and some of the clubs had stayed away due to high plot prices.



As in the last two years, there were 200m drag races along with sprints on the main runway, while in the air, The Battle of Britain Memorial Flight and the Great War Display Team did their usual sterling effort at stirring the crowd; more poignant this year.

There were also some breathtaking aerial displays from more 'mundane' flying machinery.

Back on the ground, 'Pole Position Parking' for cars over 30 years was back and better attended

Classic year ahead

Event Organisers, please send full details of your event(s) including contact details to: **Jo Bluck, Classic Motoring Magazine, Aceville Publications, 21/23 Phoenix Court, Hawkins Road, Colchester, Essex, CO2 8JY**, marking the envelope **"EVENTS"** or email **sarah.collins@mspublications.co.uk** ***Classic Motoring Magazine*** compiles this list of shows, rallies, autojumbles, tours and sporting events from a wide variety of sources for the benefit of all classic car enthusiasts, but we cannot be held responsible for any errors. We therefore strongly advise you check with the organisers of an event before making a possible wasted journey. If you do spot an error in our listings or know that the event has been cancelled or the date or venue has been changed, please contact us at the address shown above.

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Sunday 7th February

Classic Car Auction
Sunday 14th February

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The Long Street Salerooms,
Sherborne, DT9 3BS.
Tel: 01935 812277.
www.charterhouse-auction.com

December 4 - 6, Friday - Sunday

Merlin Events Christmas Cracker – Bath. Contact us for more information. Tel: 01935 474630. Email: merlinevents@hotmail.co.uk. www.merlinevents.com

December 5, Saturday

Rufforth Park Autojumble. Wetherby Rd, Rufforth, York, YO23 3QF. £2 per person admission. Tel: 01904 738620 / 07713 164848. www.rufforthautojumble.com

December 5 & 6, Saturday & Sunday

HRCR Premier Rally Championship The Preston. Chelmsford MC. Contact the Championship Secretary on 07792 667414. email: info@britishroadrallying.com www.premierrally.co.uk HRCR Premier Rally Championship Carver Traders. Burnham-on-Sea MC. Contact the Championship Secretary on 07792 667414. email: info@britishroadrallying.com www.premierrally.co.uk

December 6, Sunday

Cars Around the Green. The Red Lion Pub, Evenley. Just off Junction 10 of the M40 (Silverstone). All welcome, 9.30am onwards. Bacon rolls, tea and coffee available plus various car-related memorabilia. Phil Reynolds 07711 182888.

December 7, Monday

MGCC: MG's on Track. Brands Hatch. Email: Nigels@mgs-on-track.co.uk www.mgcc.co.uk

Ace Cafe German Night (BMW, Mercedes). Ace Corner, North Circular Rd., Stonebridge, London, NW10 7UD. From 6pm. Tel: 0208 9611000. www.ace-cafe-london.com

December 8, Tuesday

Ace Cafe Classic Car Night and Lotus 7 Club/ Midget and Sprite Club. Ace Corner, North Circular Road, Stonebridge, London NW10 7UD. From 6pm - 11pm. Tel: 0208 9611000. www.ace-cafe-london.com

December 9, Wednesday

H & H Classic Car Auction. Chateau Impney. Visit our website for more information. Organised by H & H Classics Ltd. Tel: 08458 334455. Email: info@handh.co.uk. www.handh.co.uk

December 10, Thursday

Ace Cafe Italian Night. Ace Corner, North Circular Rd, Stonebridge, London, NW10 7UD. From 6pm - 11pm. Tel: 0208 9611000. www.ace-cafe-london.com

December 12, Saturday

Mathewsons Classic Car Auctions. Roxby Garage, Thornton-le-Dale, North Yorkshire, YO18 7LH. The countries only dedicated classic car auction centre with a continual display of over 70 vehicles and hundreds of items of memorabilia. Starting at 10am. Vehicles at 1pm. Tel: 01751 474455/475121. Email: enquiries@mathewsons.co.uk. www.mathewsons.co.uk

than ever with the oldies: Cortinas sat alongside a suspiciously replica-like Countach model, with MGBs and MGCs happily displayed along Triumph TR4s and TR7s.

The Sywell Classic has always had an excellent homely feel, remaining genuine and down-to-earth in the midst of hugely expensive calibrations of greed and multi-million pound cars. But one can't help feel, as single adult gate prices hit £22 (£10 for under 15s) that if it is to thrive or indeed survive, it needs to raise its game slightly or lower its prices.

Bring back the more 'family' aspects of the show: the action, cars and stalls are great but the kids of 2015 need amusements and rides; without the kids, the adults stay away (or at least fewer attend weekend events).

As for the 'live action' aspects, little has changed since the event's inception: it desperately needs to be improved, a proper ¼ mile drag-strip and more involved 'sprint course' that actually has some corners would be welcome. Crucially, we feel, better spectator viewing facilities are needed, so that attendees can enjoy the action without being crammed up against a fence while straining their necks.

KOP COMES TO THE RESCUE OF LOCAL CHARITIES



Scott Bradley

The recent Kop Hill Climb, raised an amazing £75,000 for local charities. John Biggs, the organiser of the event, said "I would like to say a huge thank you to everyone who visited the event, and made it possible to raise such a fantastic sum for charity: the spectators who came in their 1000's, the wonderful support from sponsors and exhibitors, and of course the entrants, who brought their cherished vehicles for us to see. A big thank you also to the hundreds of volunteers, without whom the event just couldn't take place. I think Kop Hill Climb is the best value event for £10 anywhere in Buckinghamshire."

Kop Hill Climb is run entirely by volunteers and is operated under Heart of Bucks – Buckinghamshire's Community Foundation – with the sole aim of raising money for local community projects and charities. The event has raised £305,000 since the revival first took place in 2009. Dates for next year have been fixed for 17th/18th September 2016, and entries for the hill run and display vehicles open next April.

EVENTS IN BRIEF

CAN-AM COMES TO 'STONE

After the success of the 2015 record-breaking Silver Jubilee extravaganza, the 2016 Silverstone Classic promises to set the gold standard in historic racing festivals. This year's Silverstone Classic will run from 29-31 July, with tickets going on sale on Thursday 12th November. A very special Can-Am showdown will mark 50 years since the birth of the legendary North American-based sports car championship back in 1966.

XJ-S EXCELLED AT KWE

Jaguar specialist KWE Cars held an open day on 12 September 2015, almost 40 years to the day that the XJ-S was launched. The Newbury-based experts has recently expanded and visitors on the day were invited to inspect the workshops, a super display of XJ-Ss plus test drive KWE's better-than-new restored Jaguars.



December 13, Sunday

Normous Newark Autojumble. Newark & Notts Showground, Newark-upon-Trent, Notts. NG24 2NY. Admission £6. Early birds - from 8am £10. Reduced admission for Classic Cars and Bikes. Organised by Mortons events. Contact the show office for more information on 01507 529430 or visit www.newarkautojumble.co.uk

December 14, Monday

Ace Cafe Petrol Head Nirvana. Ace Corner, North Circular Rd, Stonebridge, London, NW10 7UD. From 6pm. Tel: 0208 9611000. www.ace-cafe-london.com

December 15, Tuesday

Ace Cafe VW Air Cooled Night. Ace Corner, North Circular Rd, Stonebridge, London, NW10 7UD. From 6pm - 11pm. Tel: 0208 9611000. www.ace-cafe-london.com

December 15, Tuesday

Barons Auctioneers Annual Yuletide Classic Sale. Sandown Park, Esher, Surrey KT10 9AJ. Viewing Monday 14th December, 3pm to 7pm and Tuesday 9am. Sale starts at 1.30pm. Tel: 08454 306060. www.barons-auctions.com.

December 16, Wednesday

Ace Cafe TVR, Lotus, Ginetta, Noble & Marcos Meet. Ace Corner, North Circular Rd., Stonebridge, London, NW10 7UD. From 6pm. Tel: 0208 9611000. www.ace-cafe-london.com

December 19, Saturday

The Classic Car Breakfast Club. 8.30 to 10.30 am, eat a hearty breakfast at the Hen & Chicken country pub & carvery, Upper Froyle, near Alton, Hampshire, GU34 4JH. Then visit Rawles Motorsport workshop with like minded classic enthusiasts. All welcome. Tel: 01420 23212 for full details.

Scorton Auto & Bike Jumble. North Yorkshire Events Centre DL10 6EH. 5 miles off A1 at Catterick B1263 Catterick to Teeside Road. 1 mile east of Scorton. Starts 7am under cover and outside. Admission £3. Pitches from £12. A massive 10 acre site, ample parking, excellent refreshments. Contact Bert Tel: 07909 904705.

December 21, Monday

Ace Cafe French Classic & Performance. Ace Corner, North Circular Road, Stonebridge, London NW10 7UD. From 6pm - 11pm. Tel: 0208 9611000. www.ace-cafe-london.com

December 27, Sunday

Huddersfield Autojumble. Old Market Building, Brook Street, Huddersfield HD1 1RG. Contact: Jeff Needham at Phoenix Fairs for information. Tel: 01773 819154. Email: jeffpff@hotmail.co.uk. www.phoenixfairs.jimdo.com

December 28, Monday

Ace Cafe Porsche Meet. Ace Corner, North Circular Road, Stonebridge, London NW10 7UD. From 6pm - 11pm. Tel: 0208 9611000. www.ace-cafe-london.com

December 29, Tuesday

Ace Cafe VAG (Water Cooled VW, Audi, Seat, Skoda). Ace Corner, North Circular Rd, Stonebridge, London, NW10 7UD. From 6pm. Tel: 0208 9611000. www.ace-cafe-london.com

December 30, Wednesday

Ace Cafe Incarnation Show n' Shine. Ace Corner, North Circular Rd., Stonebridge, London, NW10 7UD. From 6pm. Tel: 0208 9611000. www.ace-cafe-london.com

January 2016

January 1, Friday

Museum of Power New Years Day Crank Up. Adult £4.50; Senior citizens and students £4; Children under 15 £2. For more information, please call us on: 01621 843183 or visit www.museumofpower.org.uk.

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Motorsport Day and New Year's Day at Brooklands

Alan Anderson

Brooklands' Autumn Motorsport Day is the venue's annual season-ender and this year it marked 100 years of racing at the famous Surrey track, so it was even more special than normal.

Close to 300 classics, ranging from vintage racers right up to 'moderns' such as the Metro 6R4, provided the entertainment for a claimed 2000 enthusiasts, delighted by demonstrations at the historic Test Hill and also the Mercedes-Benz World test track. Passenger rides in a variety of classics were laid on by the Farnborough and District Motor Club – and, talking of clubs, not for the first time over the past couple of years have we seen an impressive collection of Chrysler Crossfires gather at a Major event; a modern classic to watch we reckon.

There was something for all tastes at this year's event, the next major gathering at Brooklands is the excellent New Year's Day show that – weather premitting – seems to get better each year; the 2015 event saw a fantastic turn out so expect more of the same.



TO THE MANOR BORN

Alan Anderson

The Essex classic car show scene closed in style at the Cromwell Manor at Pitsea Mount, a splendid 15th Century Manor House set in 23 acres of country park. Billed as the Pure Nostalgia Classic Car Sundowner, the show ran from mid day to sunset and was blessed with unseasonally fine weather which saw a turn out of more than 500 quality classics. It followed on from Canvey Island's ever popular Transport Museum Annual Show which amassed a claimed 600 vehicles – not simply cars but also commercials and coaches, the latter being displayed at Labworth Park which is near the seafront. A free shuttle service of classic buses linked the pair. The transport museum is open on Sundays and admission is free.

SHOW STOPPER

WHAT IS RACE RETRO?

Race Retro is a celebration of all forms of historic motorsport from all classes of racing right through to F1 to the great days of the Group B and C rally cars. There's also trials and racing motorbikes for those who prefer two wheels.

WHERE IS IT LOCATED AND WHEN?

Friday 20th to Sunday 22nd February at Stoneleigh Park, Warwickshire.

WHY SHOULD I GO TO THE SHOW?

There's something for everyone regardless of how much involved you are in historic motorsport – from the armchair enthusiast to racing drivers and team engineers, you'll find everything from collectible memorabilia to the latest racing helmets.

WHAT ARE THE MAIN ATTRACTIONS?

The celebratory static displays are fantastic but there's nothing like seeing (and hearing) these fantastic vehicles in action. On Saturday and Sunday the area outside the halls is transformed into a bespoke Live Rally Stage where the rally cars deemed too fast to race roar back to life. As well as legendary cars, there is also a fire-up paddock for racing bikes as well as plenty of special guests from the world of motorsport with rally driver Ari Vatanen and from racing David Brabham, who both can also be found on the interview stage. There are also some of the biggest names in motorsport equipment, art and of course the popular autojumble. If you are looking to make a more





Tale of two resto shows



Jeremy Walton

Featuring the biggest classic car auction Charterhouse has ever staged, with £400,000 spent, Bath & West Showground's Classic Vehicle Restoration Show, in association with Footman James Insurance drew in weekend crowds at £10 a head. This despite some diabolical weather, Charterhouse forced to exhibit 20 of the auction entries outside the bulging agricultural halls.

An excellent concession from new organisers saw the owners of classic vehicles charged just £5 on the gate. They joined a car park of typically West Country contrasts, from hardy open Dellow driver to trad red Ferrari.

Nicknamed Swampy, a Coke Bottle Ford Cortina Mk3 on a proper Essex registration was nominated as the star restoration prior to the event. The result of Pete Crompton's two and a half years' hard labour, this GXL 2-litre was beyond factory fresh and can be seen on YouTube. A fascinating Imp rebuild drew onlookers throughout the show as well, as did Norton Radstock Classic Vehicle Club and the Austin A30/35 Owners Club projects.

The always interesting kit car hall offered some fantastic quality items from Faux Ferraris, to posh Porsches, myriad Cobras and some excellent descendants of the Mini-based Marcos, Cox and Midas GTM eras. Good value!

The earlier, October, annual restoration show, held at Stoneleigh Park, near Coventry, was its usual packed self and despite virtually no demonstrations this year had something for everybody – including the aforementioned Swampy – and an even more decrepit two-door GXL. The organisers are considering a revamp for 2016, we're told.







substantial investment, the Silverstone Auction is the ideal place to find super classic and competition cars. Last and by no means least, 1996 World Champion Damon Hill will be at the event!

WHAT'S ITS USP?

No other motorsport show gives you such easy access to live action and famous faces. It's your chance to walk around the 'parc ferme' or bring your book or picture to be signed by a racing or rally great. It's the perfect start to the classic motorsport season.

IS IT FAMILY FRIENDLY?

Absolutely, especially with children under 15 welcomed for free on Sunday. It's a great day out for all the family.

OKAY I'M GOING – WHAT'S IT GOING TO COST ME?

Adult tickets for Race Retro, sponsored by Peter James & Stewart Miller Insurance, start at £20 in advance with children's tickets at £5 for Friday and Saturday and free on Sunday. Car parking is free. The show is open from 9.30am and closes at 5.30pm on Friday and Saturday and 4.30pm on Sunday. To book and for the latest updates, visit www.raceretro.com.



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- NB. **ENTER EARLY** - (already taking entries!)

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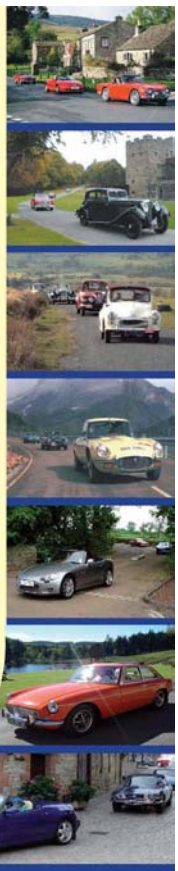
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SEPTEMBER 16 - 27	HOLIDAY TOUR TO NORTHERN SPAIN
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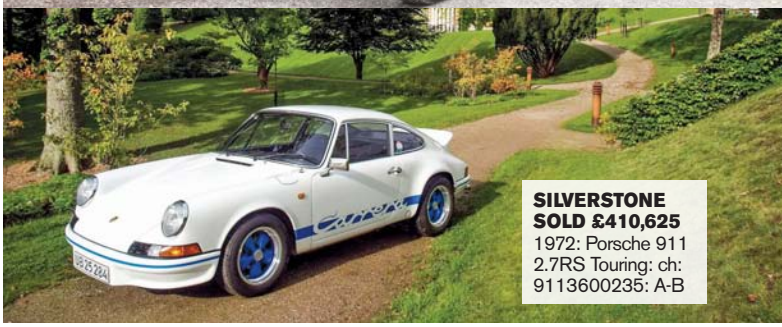
Ray Potter and **Dave Selby** with all the latest reports and statistics on the classic auction scene



H&H
SOLD £7,392,000
1960 Ferrari 250GT SWB: RHD, ch: 1995GT, ex-R.Colton: B



DVCA
SOLD £37,400
1929 Rolls-Royce 20 saloon: 2-dr close coupled Weymann by F&Webb: B



SILVERSTONE
SOLD £410,625
1972: Porsche 911 2.7RS Touring: ch: 9113600235: A-B

> RM BATTERSEA PARK

This sale was packed with delectable classics, many from the early '60s and '70s and most selling for strong money too. A '68 Ferrari Dino 206GT for instance sold just short of £350K. At £20K less, a LHD 1960 Aston Martin DB4 Series II, restored but not the original colour and with cruddy bumpers was sold showing that AM prices are as firm as ever. A '57 Lancia Aurelia Convertible going for £246,400 is a massive achievement and just topping £300K for a '56 Porsche 356A Carrera 1500 Cabrio was a top result too. Even more at £386,400 was the beautifully restored '62 356 Carrera 2 Reutter Coupe. Onwards and upwards at £420K, we had one of the oldest entries to see the hammer go down; a lovely old 1929 Bentley 4.5-Litre Tourer. Up more to £526,400 we saw the rare ex-Diana Dors Maserati Mistral 3.7 Spyder that she bought direct from the 1964 Earls Court Show presented here in beautifully restored order sold to a new home.

A couple of '90s Supercars to sell included a Ferrari F40 at £845,600 and a Bugatti EB110 Supersport for £627,200; both models now moving upwards and a '64 LHD Ferrari 250GT/L Lusso from France made a cool £1,232,000.

The sole survivor of the MG PA/PB three-car women's team entry for 1934 Le Mans made a sound £151,200. Topping the results however was the 1958 Ferrari 250GT 'Tour de France' Berlinetta Competizione with a £4,760,000 bid – and that included a free shake-down of the rebuilt engine!

> CHARTERHOUSE

First car up for grabs at this September sale was small, but not particularly beautiful in the shape of a '65 NSU Prinz Coupe in need of restoration. Barn stored for over 20 years and one of the few very original RHD cars, it was a safe buy at just over £3K. Another baby from Germany to sell was one of two BMW Isetta 300s offered; this one a '58 rare four-wheeler now in need of a light resto after an earlier attempt. It made £11K.

For two grand less and considerably more sporting was the Damson red 1970 TR6 with manual overdrive 'box in just fair condition. Another sports car with a lot more muscle was the far brighter red '68 Ford Mustang Convertible in excellent form and with a large history file on recent expenditure coming top of the results at £21,450. A few other soft-tops worth a mention are the '62 Hillman Minx Series III De Luxe selling for £6,380, a '72 Triumph 2-litre Vitesse needing TLC and looking not quite right on lowered suspension and wire wheels for £1980 plus the 1936 Austin 10/4 Clifton two-seater with dickey with a nice, mellow patina going for a cheap £5K. Possible reason? – It's got a cracked block!

The best of the other rag-tops however was the 1933 Singer 9 Le Mans with sketchy early competition activity. The history file gets a little vague as it was stored for 45 years since the last change of owner and now needs a little work. But the new owner could be on to a winner having paid a reasonable £11K for her.

> BARONS

With the Alvis Speed Twenty SD, the top attraction in superb condition at their September sale not finding a buyer, it was a surprise to see a car in far from superb order that took the best money of the day.

The '72 Alfa Romeo Montreal Bertone Coupe had been sadly neglected for the last few years and although started regularly during its storage is now in need of a full restoration. With full history, this low mileage original Montreal soared above the £21/25K estimate top make £33K. Prices for the BMW E30 M3 are certainly on the up with some now nudging 90K. The '88 LHD one here coming to the UK in '99 and in very sound mechanical and cosmetic shape sold for £25,310; a certain bargain.

At three grand less came one of the senior entries to sell the; a lovely one family owned '63 Austin A60 Half-Ton with genuine 3,700 miles and original down to the cross-ply tyres. It deserved to make its £22K. A year younger and even better was the ultra-rare Auto Union (Audi) 1000S DeLuxe Coupe. Yet to be registered in the UK and currently without a MoT, this oddball 2-stroke in excellent condition was another worth the money; £8250. An ex-USA MG TF now with RHD made a cheap £15,835 Oldest of the day was the 1951 Riley RMA well maintained after an earlier resto selling for an over-estimate £9,250. Once cheap as chips and now with good ones rising, a totally rebuilt '73 Opel Manta 1.9 made a very strong £12,835.





ANGLIA
SOLD £12,810
1957: Austin A30 pick-up: restored: A-B





H&H
SOLD £72,800
1973: Aston Martin V8 saloon: works development and launch car, major project: C

ANGLIA
SOLD £41,475
1974: BMW 2002 Turbo: LHD, 17,200kms: A

> BRIGHTWELLS

As the vintage Bentley Special on offer was passed unsold without a serious bid, probably due to a question mark over the provenance of the chassis and DVLA's present hard line stance against anything but original allowed to be registered as such, it was a battle between another fine vintage machine, a 1930 Invicta and a classic early E-type Jag to take top money of the day.

The Bentley in the shape a fine road-going special built around a '23 3-Litre chassis and other original major components will be offered for sale again next year with the provenance problem hopefully sorted. The 1930 Invicta 4.5 Litre high-chassis FHC having been in hands of a mechanical engineer for the past 28 years having fastidiously rebuilt it in that time was a shrewd buy at £107,800 considering low-chassis example now fetch five times that.

The '62 E-Type S1 FHC was equally impressively original except for an early engine replacement with just two owners from new, very low mileage and remarkably, the original fitted luggage set. It sold some £28K over top estimate for £118,800. There were four other E-Types sold amongst the dozen others; best being an original LDH '72 S3 V12 Roadster at £44K and most challenging, a '68 4.2 2+2 Coupe needing a total resto for £19,800. Less work for needed and a larger potential profit was for the LHD matching numbers '55 XK140 SE Coupe with C-Type head, sold for two grand less. Cheap pre-war was the '34 BSA 10hp at just £5500.

> COYS ASCOT

We are used to Coys coming up with oddballs and the first lot here was no exception. Remember the Rover Jet 1, now residing in the Science Museum? Well this was a recreation of the weird open-topped '61 car but needless to say, with a normal Rover 90 2.5 petrol engine. This '80s replica fetched £6230. Next lot was a good buy; the restored '64 Ginetta G4 from a German collection looking superb going for £16K.

First serious money was £43K for a virtually unused 2008 Ford Shelby Mustang GT500 KR destined to be a collector's car soon. A little younger and certainly more expensive was the 1994 Porsche 911 '964' Speedster in rare RHD form making an over-estimate £154,152. Top money however and something of a recent record for a 2-5-litre model was a massive £326,600 for a superb original Jaguar 37 SS100. Both the two out of four Ferraris on offer that sold were up on estimates; the low mileage '99 F355 in RHD just five big ones short of £100K and the left-hooker '91 F348 making £48,280. A great early Merc was the patinated RHD '57 220S Cabriolet very much like the one in that irritating Galaxy chocolate TV avert selling well over estimate for £47,200. It makes a change to see a good racer sell at auction. Here, the ex-Works Tecno F3 driven by Regazzoni and Facetti in full running order with a shed load of spares went for an agreeable £32,450 – a great Revival entry.

> DVCA

With four Rolls-Royce variants on the menu, it was a fair bet that one would take top money at this October sale so it was a 1929 20hp 2-door Weymann Close Coupled Saloon that took the honours under the hammer at £37,400. It had been in the vendor's ownership for the past 23 years, very original with a large history file and in good running order. However, the very fine '35 20/25 Hooper Touring Sports Saloon offered in even better condition was sold after for just over a grand more, and a bargain at that. A '73 Shadow in very fair order with MoT was hammered away for the usual Shadow giveaway money; just £3520!

At one time, Packard was considered the Rolls of America and a '38 Super Eight Limo used for a wedding fleet and the odd TV and film appearance but now needing a little attention here and there, sold here for a mid-estimate £10,340. Same 1929 year of manufacture as the Rolls 20 but considerably smaller was the Morris Minor SemiSports. Having had a body-off rebuild including a new ash frame at a cost of £18K, this well-known VSCC car was a sound buy at £9900 and came with lots of spares. Somewhat younger was the 1938 Morris 8 Series II Tourer in superb order making £12,100. A '37 Morgan 4-4 restored 25 years ago with suspension improvements more recently, sold about right at £21k.



H&H £87,360 | 1971 Aston Martin DBS V8 Ogle: The Sotheby Special, barn find: C



ANGLIA £4200| 1973: Morris Marina 1.3 SDL coupe: 8807mls: A:



DVCA £12,100 | 1938 Morris 8 tourer: fastidious nut-and-bolt resto, SII: A

YEAR	MAKE/MODEL	DESCRIPTION	CONDITION	£ PRICE	AUCTION
1984	AC 3000 ME	9289mls, freshly recommissioned	A	9,800	Barons, 27/10/15
1971	Alfa Romeo 1750 GTV	GTAM re-creation	B	21,000	Anglia, 7/11/15
1975	Alfa Romeo 2000 Spider Veloce	RHD, original RHD	B	12,880	H&H, 14/10/15
1985	Alfa Romeo Alfasud Sprint	RHD, 42,000mls, from long-term store, runs	A-B	5,670	Anglia, 7/11/15
1932	Alvis Firefly tourer	older resto, replacement C&E body	A-B	28,880	H&H, 14/10/15
1953	Armstrong Siddeley Hurricane	dhc	B	12,600	Anglia, 7/11/15
1958	Aston Martin BD Mk3 saloon	RHD, £75k spent last 5 yrs	A	212,800	H&H, 14/10/15
1999	Aston Martin DB7 Vantage Volante	40,000mls, s/h	A	33,600	H&H, 14/10/15
1999	Aston Martin DB7 Volante	RHD, Dunhill ltd ed, 63,000mls	A-B	29,120	H&H, 14/10/15
1971	Aston Martin DBS V8 Ogle	The Sotheby Special, barn find	C	87,360	H&H, 14/10/15
1973	Aston Martin V8 saloon	wks dev and launch car, major project	C	72,800	H&H, 14/10/15
1999	Audi Cabriolet	service history	B	1,450	Barons, 27/10/15
2000	Audi RS4 Avant	estate	B	7,980	Anglia, 7/11/15
1933	Austin 7 sports	EB 65, older resto	B	10,500	Anglia, 7/11/15
1957	Austin A30 pick-up	restored	A-B	12,810	Anglia, 7/11/15
1986	Austin Maestro 1.6	auto, pas	A-B	900	Anglia, 7/11/15
1977	Austin Maxi	recently recommissioned	A-B	1,350	Anglia, 7/11/15
1954	Austin-Healey 100/4	RHD, older resto to M spec, well preserved	A-B	56,000	H&H, 14/10/15
1961	Austin-Healey 3000 Mk1	RHD, BN7, restored/upgraded	A-B	56,000	H&H, 14/10/15
1961	Austin-Healey 3000 Mk2	LHD, ex-US, recent brake refurb	A-B	45,360	H&H, 14/10/15
1958	Austin-Healey Sprite Mk1	RHD, Frog-eye, £44k resto/upgrades 2007	A	14,672	H&H, 14/10/15
1960	Austin-Healey Sprite Mk1	RHD, PEMA GRP bonnet, s/c 1275cc	B-C	6,160	H&H, 14/10/15
1934	Bentley 3½-litre saloon	P.Ward, recent engine overhaul	A-B	43,120	H&H, 14/10/15
2000	Bentley Arnage Red Label	62,000mls	A-B	17,640	H&H, 14/10/15
2002	Bentley Arnage T	Mulliner, 45,500mls	A	27,500	Barons, 27/10/15
1994	Bentley Brooklands	49,900mls	A-B	9,520	H&H, 14/10/15
1994	Bentley Brooklands	some history	B	7,087	Anglia, 7/11/15
1956	Bentley S1 saloon	RHD, recent paint and refurb	A-B	26,880	H&H, 14/10/15
1956	Bentley S1 saloon	J.Young, restored over long period	B	40,320	H&H, 14/10/15
1962	Bentley S2 saloon	SS, tired interior	B	14,560	H&H, 14/10/15
1973	Bentley T1 saloon	MoT	B	3,780	Anglia, 7/11/15
1980	Bentley T2 saloon	recent £6500 service	A-B	9,130	Barons, 27/10/15
1988	Bentley Turbo R	15 stamps to 2002, MoT	B	5,197	Anglia, 7/11/15
1974	BMW 2002 Turbo	LHD, 17,200kms	A	41,475	Anglia, 7/11/15
1970	BMW 2800CS	LHD, US import	B	13,125	Anglia, 7/11/15
1989	BMW 316i	(Lot 07)	B	900	Anglia, 7/11/15
1998	BMW 318Ti	stamped s/h to 2011	B	2,625	Anglia, 7/11/15
1982	BMW 320 cabriolet	Baur	B	4,042	Anglia, 7/11/15
1989	BMW 320i	SE, 59,000mls warranted	A-B	5,460	Anglia, 7/11/15
1992	BMW 320i convertible	(Lot 101)	B	3,150	Anglia, 7/11/15
1988	BMW 325i Touring	recently from storage	A-B	6,090	Anglia, 7/11/15
1989	BMW 635CSi	auto, high-line, 158,000mls	B	3,885	Anglia, 7/11/15
2001	BMW 740i	Sport, auto	A-B	6,380	DVCA, 15/10/15
1991	BMW M5	112,000mls, s/h	B	9,030	Anglia, 7/11/15
1995	BMW M5	147,000mls	B	8,190	Anglia, 7/11/15
1992	BMW M5 3.8 Nurburgring	RHD, barn-stored 10yrs	B-C	3,960	Barons, 27/10/15
1985	BMW M535i	auto	B	3,570	Anglia, 7/11/15
1961	BMW-Isetta 300	RHD, restored, sun-roof	A	14,560	H&H, 14/10/15
1994	Caterham 7	21,000mls recorded	B	8,820	Anglia, 7/11/15
1954	Chevrolet 3100 pick-up	231ci six	A-B	16,800	H&H, 14/10/15
1980	Chevrolet El Camino	5.7 auto	B	4,200	Anglia, 7/11/15
1988	Citroen 2CV	runs/drives, but needs resto	B-C	580	Anglia, 7/11/15
1972	Citroen H van	solid but tatty exterior	B-C	6,405	Anglia, 7/11/15
1968	Daimler 250 V8	auto, pas	B	9,660	Anglia, 7/11/15
1968	Daimler 250 V8	auto, four owners	A-B	15,540	Anglia, 7/11/15
1990	Daimler 4.0	one owner, 63,000mls	A-B	1,900	Anglia, 7/11/15
1977	Daimler Double Six	VdP, 66,000mls	A	13,860	Anglia, 7/11/15
1977	Daimler Sovereign 4.2 coupe	extensive body resto 2000	A-B	8,400	Anglia, 7/11/15
1981	De Lorean DMC 12	LHD, Euro spec	A-B	25,725	Anglia, 7/11/15
1968	Falcon Caribbean	MoT, recent re-trim	B	2,205	Anglia, 7/11/15
1960	Ferrari 250GT SWB	RHD, ch: 1995GT, ex-R.Colton	B	7,392,000	H&H, 14/10/15
1980	Ferrari 250GTO RE-CREATION	by Andy Waters on 1980 400	B	24,080	H&H, 14/10/15
1967	Ferrari 275GTB/4	RHD, ch: 10177GT, ex-R.Colton	B	2,161,600	H&H, 14/10/15
1983	Ferrari 308GTS	LHD, QV, recent glass-out refurb, 77,000kms	A	75,040	H&H, 14/10/15
1989	Ferrari 328GTB	RHD, ABS, 91,500mls	A-B	68,320	H&H, 14/10/15
1981	Ferrari 400i	RHD, auto	B-C	18,480	H&H, 14/10/15
1996	Ferrari 512TR	LHD, 32,000kms, ex-Japan	A	128,800	H&H, 14/10/15
1998	Ferrari 550 Maranello	RHD, 29,000mls, ex-R.Colton	A-B	150,080	H&H, 14/10/15
1995	Ferrari F355 berlinetta	LHD, 91,000kms	A-B	46,480	H&H, 14/10/15
2006	Ferrari F430 Spider	RHD, 23,600mls	A	73,920	H&H, 14/10/15
2001	Ferrari Moden 360 F1	LHD, recent cam-belt service	A-B	42,560	H&H, 14/10/15
1990	Ferrari Testarossa	LHD, 70,000kms, 20% VAT if stays Europe	A-B	67,200	H&H, 14/10/15
1973	Fiat 124 coupe	RHD, Sport, restored 1990s	A-B	6,930	Anglia, 7/11/15
1972	Fiat 500 van	Furgoncino, restored	A-B	8,400	Anglia, 7/11/15
	Fiat 500F	LHD, just serviced, NOVA cert, no MoT	B-C	4,290	Barons, 27/10/15
1967	Fiat 500F	LHD, ex-Italy 2014	A-B	5,775	Anglia, 7/11/15
1968	Fiat 500F	LHD, restored Italy 2015	A-B	5,460	Anglia, 7/11/15
1969	Fiat 500L	LHD, 1000mls since full resto, NOVA cert, MoT	A	6,545	Barons, 27/10/15
1972	Fiat 500L	30,000kms, one owner	A-B	8,120	H&H, 14/10/15
1984	Ford 2.8i	restored 2010	A-B	6,300	Anglia, 7/11/15
1964	Ford Anglia 105E	restored and modified	B	4,830	Anglia, 7/11/15
1985	Ford Capri 1.6	Laser	B	3,885	Anglia, 7/11/15
1981	Ford Capri 3.0S	full resto 2015	A	18,900	Anglia, 7/11/15
1975	Ford D series lorry	flat-bed	B-C	5,250	Anglia, 7/11/15
1996	Ford Escort Cosworth	three owners, 86,000mls	A-B	17,325	Anglia, 7/11/15
1975	Ford Escort Mk1 1300L	2-dr, one owner from 1976	A	8,400	Anglia, 7/11/15
1985	Ford Escort RS Turbo	MoT	B	7,140	Anglia, 7/11/15
1988	Ford Escort XR3i	89,600mls warranted	A-B	3,885	Anglia, 7/11/15
1989	Ford Fiesta L	23,000mls	A-B	920	Anglia, 7/11/15
1988	Ford Fiesta XR2	first owner 21 yrs	A	7,980	Anglia, 7/11/15
1985	Ford Granada 2.8 estate	Ghia	B	2,730	Anglia, 7/11/15
1991	Ford Granada Scorpio	high spec	A-B	3,255	Anglia, 7/11/15
	Ford Model A	dismantled	C	2,625	Anglia, 7/11/15
1968	Ford Mustang 390GT	fastback, recent paint and refurb	A-B	41,440	H&H, 14/10/15
1966	Ford Mustang convertible	post-production conversion, 289	B	13,650	Anglia, 7/11/15
1964	Ford Mustang notch-back	older restoration, ex-US 2015	A-B	19,162	Anglia, 7/11/15
1967	Ford Mustang notch-back	UK registered 2014	B	10,762	Anglia, 7/11/15
1966	Ford Mustang notchback	Dutch-built, custom	B	20,160	H&H, 14/10/15

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ANGLIA SOLD £19,900 | 1981: Ford Capri 3.0S: full restoration back in 2015: A



SILVERSTONE SOLD £27,562 | 1991: Porsche 944 S2 cabriolet: RHD, 18,900mls: A



ANGLIA SOLD £18,900 | 1965 Morris Minor 1000 Traveller: £30k C.Ware resto/upgrade 2014: A

YEAR	MAKE/MODEL	DESCRIPTION	CONDITION	£ PRICE	AUCTION
1989	Ford P100 pick-up	light custom, 2.9 V6	B	1,100	Anglia, 7/11/15
1958	Ford Prefect 100E	one owner from 1968	B	1,400	Anglia, 7/11/15
1986	Ford RS200	11,400mls, 350 since refurb	A	135,520	H&H, 14/10/15
1998	Ford Scorpio 2.9 Cosworth	32,000mls	A-B	2,205	Anglia, 7/11/15
1986	Ford Sierra 1.8L	auto	B	1,200	Anglia, 7/11/15
1987	Ford Sierra RS Cosworth	57,000mls, stored 02, recommissioned 2014	A	33,600	H&H, 14/10/15
1992	Ford Sierra Sapphire	Cosworth, stored from 2005, re-awakened	A-B	7,140	Anglia, 7/11/15
1990	Ford Sierra Sapphire 1.8	recent re-com	B	1,150	Anglia, 7/11/15
1992	Ford Sierra Sapphire 4x4	Cosworth, 37,400mls, show winner	A	20,475	Anglia, 7/11/15
1983	Ford Sierra XR4i	believed low mileage	A-B	4,830	Anglia, 7/11/15
1957	Ford Tunderbird	312 E-cod man, largely unrestored	B	20,160	H&H, 14/10/15
1960	Ford Zodiac Mk2	restored	A-B	9,450	Anglia, 7/11/15
1996	GMC Suburban	V8 auto	B	1,760	DVCA, 15/10/15
1926	Hillman 14hp saloon	thought Charlesworth body	A-B	19,040	H&H, 14/10/15
1993	Honda Beat	convertible, 36,000mls	A-B	2,625	Anglia, 7/11/15
1927	Hupmobile Series E coupe	US restored in last year	A-B	17,360	H&H, 14/10/15
2013	Jaguar C-type REPLICA	Linstone, alloy, C-type sump, '64 3.4 donor	A	190,400	H&H, 14/10/15
1962	Jaguar E-type fhc	RHD, fresh from 18-mth bare-metal resto	A	125,440	H&H, 14/10/15
1964	Jaguar E-type fhc	RHD, 3.8, restored/upgrades 1980s	A-B	68,320	H&H, 14/10/15
1962	Jaguar E-type roadster	LHD, recent full resto	A-B	85,120	H&H, 14/10/15
1965	Jaguar E-type roadster	LHD, 4.2, very well preserved older resto	A-B	82,500	Barons, 27/10/15
1969	Jaguar E-type roadster	RHD, Wingfield l/weight evocation, 4.2	A-B	151,200	H&H, 14/10/15
1971	Jaguar E-type V12 fhc	RHD, auto, ex-George Best	B	48,160	H&H, 14/10/15
1971	Jaguar E-type V12 fhc	LHD, auto, recent £11k recommission/service	B	20,350	Barons, 27/10/15
1972	Jaguar E-type V12 fhc	auto	B	28,875	Anglia, 7/11/15
1959	Jaguar Mk1 2.4	thought Coombs-modified	B	15,225	Anglia, 7/11/15
1959	Jaguar MkIX 3.8	stored 30yrs, auto, pretty solid	C	3,630	Barons, 27/10/15
1994	Jaguar Sovereign 4.0	53,000mls	A-B	3,255	Anglia, 7/11/15
1997	Jaguar Sovereign 4.0	LWB, 89,000mls	B	1,350	Barons, 27/10/15
1976	Jaguar XJ12C	John Steed/New Avengers car, barn find	C	69,440	H&H, 14/10/15
1999	Jaguar XJ8	83,000mls	B	1,300	Anglia, 7/11/15
2001	Jaguar XJ8	Executive	B	2,000	Anglia, 7/11/15
1999	Jaguar XJR V8	MoT	B	1,800	Anglia, 7/11/15
1992	Jaguar XJRS 6.0 coupe	supported 53,000mls	A	14,490	Anglia, 7/11/15
1991	Jaguar XJS 4.0 coupe	LTR, MoT, mostly original	B	3,850	Barons, 27/10/15
1991	Jaguar XJS 4.0 coupe	MoT	B-C	2,310	Anglia, 7/11/15
1993	Jaguar XJS 4.0 coupe	89,600mls	A-B	7,350	Anglia, 7/11/15
1995	Jaguar XJS 4.0 coupe	37,000mls, fsh	A	16,012	Anglia, 7/11/15
1984	Jaguar XJS V12 HE coupe	unused since 2005	B-C	2,467	Anglia, 7/11/15
1985	Jaguar XJS-C V12	credible 14,200mls	A	18,480	H&H, 14/10/15
1952	Jaguar XK120 fhc	RHD, John May Speciale, impressive spec	A	128,800	H&H, 14/10/15
1954	Jaguar XK120 fhc	RHD, restored & much upgraded, ex-R.Colton	A	112,000	H&H, 14/10/15
1950	Jaguar XK120 roadster	RHD, steel wheels, spats, original spec	B	45,920	H&H, 14/10/15
1955	Jaguar XK140SE fhc	LHD, non o/d, ex-US, restored	A-B	54,656	H&H, 14/10/15
1959	Jaguar XK150 SE 3.4 dhc	RHD, recent body-off resto	A	90,720	H&H, 14/10/15
1994	Jaguar XKR convertible	supported 25,000mls	A	14,910	Anglia, 7/11/15
2000	Jaguar XKR convertible	just recommissioned	A-B	12,810	Anglia, 7/11/15
2004	Jaguar XKR coupe	56,000mls	A-B	13,650	Anglia, 7/11/15
	Jeep Willys M38A1	yr not stated, believed ex-Dutch Army	B	8,470	Barons, 27/10/15
1969	Jensen Interceptor saloon	much done, needs further recom	B-C	16,275	Anglia, 7/11/15
1949	Lagonda 2.6 special	JDF 47	B	60,480	H&H, 14/10/15
1936	Lagonda Rapier	stalled resto	C	26,880	H&H, 14/10/15
1992	Lancia Delta HF Integrale	Evo, former concours winner	A	29,680	H&H, 14/10/15
1967	Lancia Flavia convertible	RHD, project, h-top	C	2,800	Anglia, 7/11/15
1963	Lancia Flavia coupe	RHD, project	C	1,300	Anglia, 7/11/15
1998	Land Rover Defender	50th Anniversary, lightly restored	A-B	12,686	Anglia, 7/11/15
2001	Land Rover Defender TD5	canvas tilt	A-B	8,820	Anglia, 7/11/15
1957	Land Rover S1 109in	De Luxe, original ch/bulkead	B	12,320	H&H, 14/10/15
1955	Land Rover S1 86in	canvas tilt, recent nut-and-bolt resto	A	39,760	H&H, 14/10/15
1960	Land Rover S2	canvas tilt, MoT	B-C	2,520	Anglia, 7/11/15
1963	Land Rover S2 88in	barn stored most of its life	B-C	7,245	Anglia, 7/11/15
1964	Land Rover S2A 88in	restored on new chassis 2014	A-B	7,840	H&H, 14/10/15
	Land Rover S3 88in	h-top, two owners, credible 26,800mls	A-B	9,030	Anglia, 7/11/15
1971	Lincoln Continental coupe	recent bare-metal re-spray	B	4,620	Anglia, 7/11/15
1977	Lomax	many subtle models including stretch	A-B	4,830	Anglia, 7/11/15
	Lomax 223	build date not stated	B	2,835	Anglia, 7/11/15
1970	Lotus +2S	resto and galv ch 15 yrs ago	B	15,680	H&H, 14/10/15
1971	Lotus 7 S4	Ford 1600 x-flow, uprated	A-B	8,820	Anglia, 7/11/15
1976	Lotus Eclat 521	new chassis post 2000, re-trim 2014	B	4,180	DVCA, 15/10/15
1965	Lotus Elan S2 roadster	track day/road car, h-top	B	20,440	H&H, 14/10/15
1998	Lotus Esprit V8	Cat D 2007, re-paired, 52,000mls	A-B	16,800	H&H, 14/10/15
1963	Mercedes-Benz 190	RHD, man, MoT, much spent	B	4,515	Anglia, 7/11/15
1992	Mercedes-Benz 190E	(Lot 119)	B	1,900	Anglia, 7/11/15
1983	Mercedes-Benz 250 limousine	MoT	B	1,400	Anglia, 7/11/15
1984	Mercedes-Benz 250 limousine	not used for some time	B-C	650	Anglia, 7/11/15
1989	Mercedes-Benz 280GE	RHD, LPG	B	7,980	Anglia, 7/11/15
1969	Mercedes-Benz 280SL	LHD, auto, unrestored, h-top	B	37,800	H&H, 14/10/15
1984	Mercedes-Benz 280SL	h-top	B	8,662	Anglia, 7/11/15
1985	Mercedes-Benz 280SL	56,190mls	A-B	14,175	Anglia, 7/11/15
1991	Mercedes-Benz 300CE	24v	B	2,152	Anglia, 7/11/15
1992	Mercedes-Benz 300SE	MoT	B	1,100	Anglia, 7/11/15
1964	Mercedes-Benz 300SE cabriolet	RHD, fully restored 2008	A	79,520	H&H, 14/10/15
1981	Mercedes-Benz 380SL	h-top	B-C	5,040	Anglia, 7/11/15
1987	Mercedes-Benz 420SL	good s/h, no h-top	B	11,340	Anglia, 7/11/15
1978	Mercedes-Benz 450SL	RHD, recently restored, h/s tops	A-B	10,976	H&H, 14/10/15
2002	Mercedes-Benz 500CL	fully loaded	B	3,740	Barons, 27/10/15
1993	Mercedes-Benz 500E	LHD, ex-Japan	A-B	16,750	Anglia, 7/11/15
1992	Mercedes-Benz 500SL	32v, high mileage	B	2,835	Anglia, 7/11/15
1988	Mercedes-Benz 560SEC	maintenance history	B	4,620	Barons, 27/10/15
1970	Mercedes-Benz 600 saloon	RHD, fresh re-paint, suspension o/haul	A-B	34,720	H&H, 14/10/15
2002	Mercedes-Benz ML500	fsh	B	3,740	Barons, 27/10/15
1959	MG A Coupe	RHD, fresh resto, 1950cc + B o/d box and more	A-B	17,000	Anglia, 7/11/15
1961	MG A Coupe	RHD, one owner to 2011	B-C	9,187	Anglia, 7/11/15
1961	MG A Coupe 1600	L-R, ex-US and refurb 2007	A-B	16,240	H&H, 14/10/15
1958	MG A Roadster 1500	LHD, with MoT	B	13,160	H&H, 14/10/15
1972	MG B GT	re-spray 2013	A-B	5,775	Barons, 27/10/15
1972	MG B GT	MoT, Webasto	B	3,517	Anglia, 7/11/15
1973	MG B GT	chr' b'r, MoT, but needs improvement	B-C	1,550	Barons, 27/10/15

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SILVERSTONE SOLD £173,250| 1977: Porsche 911 coupe: RHD, "50" built 2014, 300bhp: A



DVCA SOLD £21,040 | 1937 Morgan 4/4: S1, 6600mls since 1980 resto: A-B



H&H SOLD £69,440 | 1976: Jaguar XJ12C: John Steed/New Avengers car, barn find: C

YEAR	MAKE/MODEL	DESCRIPTION	CONDITION	£ PRICE	AUCTION
1976	MG B GT	MoT	B-C	1,500	Anglia, 7/11/15
1978	MG B GT	MoT, well maintained, s-roof	B	2,525	Anglia, 7/11/15
1980	MG B GT	needs recommissioning	B-C	1,650	Anglia, 7/11/15
1968	MG B Roadster	o/d, ex-Hong Kong 2002	B	5,500	DVCA, 15/10/15
1975	MG B Roadster	RHD, now chrome-bumper, lowered, restored	A-B	9,240	H&H, 14/10/15
1977	MG B Roadster	stalled restoration	C	700	Anglia, 7/11/15
1978	MG B Roadster	chr' bumper/grille conversion	A-B	5,355	Anglia, 7/11/15
1978	MG B Roadster	chr' b'r conversion, h/s tops	A-B	5,250	Anglia, 7/11/15
1981	MG B Roadster LE	restored 2006	B	3,780	Anglia, 7/11/15
1968	MG C Roadster	three owners	A-B	13,650	Anglia, 7/11/15
2000	MG F 1.8i	MoT, 77,000mls	B	950	Anglia, 7/11/15
1967	MG Midget	restored 2012/13	A-B	5,320	H&H, 14/10/15
1974	MG Midget	late chrome bumper car	A-B	3,570	Anglia, 7/11/15
	MG TD	restored, build date given as 1956!	A-B	15,750	Anglia, 7/11/15
1995	Mini	show custom	A-B	6,720	Anglia, 7/11/15
1999	Mini	40th LE, 21,000mls	A	10,890	Barons, 27/10/15
1979	Mini Clubman 1275GT	project	C	800	Anglia, 7/11/15
1979	Mini Clubman convertible	8000mls last 12yrs	B	1,980	DVCA, 15/10/15
1962	Mini Cooper	998cc, MoT, but benefit tidying	B-C	11,025	Anglia, 7/11/15
1968	Mini Cooper	Webasto s-roof, road car, MoT	A-B	11,025	Anglia, 7/11/15
1998	Mini Cooper	recent £1700 work including sills	B	3,740	DVCA, 15/10/15
2001	Mini Cooper	custom show car	B	3,885	Anglia, 7/11/15
2001	Mini Cooper	Cooper wks no: 136, 19,300mls	A	11,550	Anglia, 7/11/15
1978	Mini van	recent full resto	A	7,350	Anglia, 7/11/15
2004	Mitsubishi Lancer Evolution GSR	Evo VIII, race car, road spec	B	6,142	Anglia, 7/11/15
1937	Morgan 4/4	S1, 6600mls since 1980 resto	A-B	21,040	DVCA, 15/10/15
1984	Morgan 4/4	15,800mls, Ford XR3 engine	B	16,800	H&H, 14/10/15
1929	Morgan Aero	JAP, restored 2006, 2000mls since	A-B	16,800	H&H, 14/10/15
1935	Morris 10 saloon	older restoration	B	5,250	Anglia, 7/11/15
1937	Morris 8 tourer	hood/upholstery poor	B	6,510	Anglia, 7/11/15
1938	Morris 8 tourer	fastidious nut-and-bolt resto, SII	A	12,100	DVCA, 15/10/15
1983	Morris Ital estate	SL, one owner, 47,000mls	A-B	1,700	Anglia, 7/11/15
1973	Morris Marina 1.3 coupe	8807mls	A	4,200	Anglia, 7/11/15
1962	Morris Minor 1000 saloon	2-dr, project	C	300	Anglia, 7/11/15
1965	Morris Minor 1000 Traveller	£30k C.Ware resto/upgrade 2014	A	18,900	Anglia, 7/11/15
1967	Morris Minor 1000 Traveller	£18k C.Ware resto 2007	A	8,925	Anglia, 7/11/15
1968	Morris Minor 1000 Traveller	project	C	1,350	Anglia, 7/11/15
1970	Morris Minor 1000 van	Austin, fully restored	A	9,660	Anglia, 7/11/15
1929	Morris Minor tourer	restored and rebodied as "Semi-Sports"	A-B	9,900	DVCA, 15/10/15
1956	Morris Minor Tourer	post-prod conversion, split-screen	B	4,200	Anglia, 7/11/15
1984	Nissan 300C estate	V6	B-C	1,300	Anglia, 7/11/15
1985	Opel Monza GSE 3.0	auto, 87,000mls	A-B	3,255	Anglia, 7/11/15
1938	Packard Super 8	RHD, touring limo, ex-wedding hire	B	10,340	DVCA, 15/10/15
1987	Peugeot 205GTi 1.9	off road some yrs	C	1,020	Anglia, 7/11/15
1904	Peugeot Type 69 Bebe Pilgrim Bulldog	1-cyl L-B runner	B	61,600	H&H, 14/10/15
1972	Morris Marina	donor	B	1,550	Anglia, 7/11/15
1904	Pope-Tribune Model 2	1-cyl 2-str, completed 2014 L-B	A-B	56,000	H&H, 14/10/15
1960	Porsche 356B Super 90	RHD, coupe, stalled project	C	15,750	Silverstone, 25/10/15
1961	Porsche 356B Super 90 coupe	RHD, older restoration	A-B	68,625	Silverstone, 25/10/15
1974	Porsche 911 2.7 coupe	RHD, Autofarm RS re-creation	A	70,875	Silverstone, 25/10/15
1972	Porsche 911 2.7RS Touring	ch: 9113600235	A-B	410,625	Silverstone, 25/10/15
1974	Porsche 911 2.7S coupe	LHD, 9571mls	A	78,750	Silverstone, 25/10/15
1986	Porsche 911 3.2 coupe	RHD, 2.7 RS evocation	A-B	28,690	Silverstone, 25/10/15
1989	Porsche 911 3.2 Super Sports	RHD, cabriolet, 49,000mls	A-B	52,312	Silverstone, 25/10/15
1986	Porsche 911 cabriolet	RHD, Supersports (Lot 207)	A	38,250	Silverstone, 25/10/15
1999	Porsche 911 Carrera 2	cabriolet, h-top, man	B	11,550	Anglia, 7/11/15
1976	Porsche 911 Carrera 3.0	RHD, Targa, 75,500mls, benefit regular use	B	29,810	Silverstone, 25/10/15
1986	Porsche 911 Carrera 3.2	RHD, SE coupe	A-B	27,000	Silverstone, 25/10/15
1977	Porsche 911 coupe	RHD, "50" built 2014, 300bhp	A	173,250	Silverstone, 25/10/15
1987	Porsche 911 coupe	LHD, Autofarm Carrerra RS evocation	A	78,400	H&H, 14/10/15
1980	Porsche 911 Turbo	RHD, coupe, original	A-B	60,000	Silverstone, 25/10/15
1972	Porsche 911E coupe	LHD, 2.2, semi-rally spec	B	28,687	Silverstone, 25/10/15
1983	Porsche 911SC cabriolet	RHD, 110,000mls	A-B	16,750	Silverstone, 25/10/15
1979	Porsche 911SC coupe	LHD, 29,500mls, ex-Cal	A	39,375	Silverstone, 25/10/15
1979	Porsche 911SC coupe	RHD, 129,000mls	B	20,250	Silverstone, 25/10/15
1982	Porsche 911SC Targa	RHD, refurbished, whale-tail, Turbo-style wings	A-B	24,360	H&H, 14/10/15
1967	Porsche 912 coupe	RHD, entirely rebuilt as 911T	A-B	37,125	Silverstone, 25/10/15
1986	Porsche 924S	RHD, man, £4k re-paint	A-B	5,625	Silverstone, 25/10/15
1984	Porsche 928 S2	auto	B-C	4,200	Anglia, 7/11/15
1989	Porsche 928 S4	LHD, 64,000kms	A	17,010	Anglia, 7/11/15
1990	Porsche 928 S4	RHD, auto, 68,000mls, highly original	A	19,125	Silverstone, 25/10/15
1981	Porsche 930 Turbo coupe	RHD, prize-winning resto	A	118,125	Silverstone, 25/10/15
1981	Porsche 930 Turbo coupe	RHD, bare-metal resto 2010	A-B	39,380	Silverstone, 25/10/15
1989	Porsche 930 Turbo LE coupe	RHD, 49,000mls	A	97,830	Silverstone, 25/10/15
1989	Porsche 930 Turbo SE coupe	RHD, flat-nose, 32,500mls, Ruf 245bhp upgrade	A	165,937	Silverstone, 25/10/15
1991	Porsche 944 S2 cabriolet	RHD, 18,900mls	A	27,562	Silverstone, 25/10/15
1987	Porsche 944 Turbo	under boyd restored 2007	B	11,130	Anglia, 7/11/15
1986	Porsche 944S	MoT, 183,000mls	B-C	1,750	Anglia, 7/11/15
1993	Porsche 964 Carrera 2	RHD, T/Florio ltd ed, 76,000mls	A-B	42,187	Silverstone, 25/10/15
1991	Porsche 964 coupe	LHD, C4, recent window-out re-paint	A-B	29,250	Silverstone, 25/10/15
1996	Porsche 993 C2 Targa	RHD, 116,000mls	A-B	28,125	Silverstone, 25/10/15
1997	Porsche 993 Targa	RHD, 45,000mls	A	49,500	Silverstone, 25/10/15
1999	Porsche 996 Carrera 2 coupe	RHD, factory correct, 43,000mls	A	16,312	Silverstone, 25/10/15
2003	Porsche 996 GT3 RS	RHD, 3277mls	A	142,875	Silverstone, 25/10/15
2003	Porsche 996 GT3 RS	RHD, 26,900mls	A	112,500	Silverstone, 25/10/15
2002	Porsche 996 Turbo coupe	RHD, Tiptronic, 72,000mls	A-B	25,880	Silverstone, 25/10/15
2006	Porsche 997 C4S coupe	RHD, 37,000mls	A	33,750	Silverstone, 25/10/15
2005	Porsche 997 Carrera 2S coupe	RHD, fully loaded, no mileage info	A-B	23,800	H&H, 14/10/15
2009	Porsche 997 GT2	LHD, 22,000mls	A	112,500	Silverstone, 25/10/15
2010	Porsche 997 GT3	RHD, Gen II, 16,400mls	A	96,750	Silverstone, 25/10/15
2007	Porsche 997 GT3 RS	RHD, 5500mls	A	168,750	Silverstone, 25/10/15
2010	Porsche 997 GT3 RS	LHD, G2, 1500kms	A	135,000	Silverstone, 25/10/15
2004	Porsche Boxster S	RHD, 550 Anniversary, 2800mls	A	26,831	Silverstone, 25/10/15
1929	Rally Type ABC	1.1-litre voiturette	B	81,760	H&H, 14/10/15
1988	Range Rover Vogue	Turbo D	A	25,500	Anglia, 7/11/15
1990	Range Rover Vogue SE 3.9	Efi, recent extensive service	B	3,850	Barons, 27/10/15
1977	Reliant Scimitar GTE SE6	unused 10 yrs	B-C	1,600	Anglia, 7/11/15
1979	Reliant Scimitar SE6	project	C	500	Anglia, 7/11/15

CONDITION GUIDE: CONDITION A: OUTSTANDING ORIGINAL CAR OR TOP-QUALITY RECENT RESTORATION. CONDITION B: SOUND AND ROADABLE, IN NEED OF SOME ATTENTION TO BRING IT UP TO TOP CONDITION. CONDITION C: FROM RESTORATION PROJECTS TO COMPLETE CARS NEEDING CONSIDERABLE WORK, VERY UNLIKELY TO HAVE MOT.

AUCTION NEWS

FAST FORDS FOCUS



The recent Silverstone Auctions' sale at the NEC Classic Motor Show saw some astonishing results for classic Fords that were once cheap as chips purchases. Star was the 30 year old Escort RS Turbo S1 selling for an eye-watering £60,188, although admittedly it was a rather special example having covered less than 6000 miles from new and has been lovingly preserved since the start of the New Millennium. When new the RS Turbo carried a showroom price of ten grand – and there were no shortage of bidders either! Other financially fine fast Fords at the sale included a 13,000 miles from new Cosworth Sierra selling for 90K – our favourite was a lurid green Capri 3.0S once owned by Lotus F1 driver John Miles at £23,625. This ex Ford test car was used as a basis for the Tickford Capri he helped develop.

XMAS TREATS



If you're quick enough you may find that perfect Xmas present for yourself at CCA Auctions' sale at Stoneleigh Park (Warcs) on 5th December. It's a great place to hold a sale as there's good parking and very easy access.

REUNITED!



A retired Shropshire garage owner has been reunited with a car he owned 43 years ago, after his son unwittingly bought the car at an auction! The Saab 96 is seen here reunited with Mr Edwards.

YEAR	MAKE/MODEL	DESCRIPTION	CONDITION	£ PRICE	AUCTION
1995	Renault Clio Williams 2	factory spec	B	5,460	Anglia, 7/11/15
1987	Renault GTA V6	RHD, Turbo, rolling resto with MoT	B-C	3,570	Anglia, 7/11/15
1970	Riley 4/72	much spent	A-B	3,465	Anglia, 7/11/15
1933	Riley 9 Kestrel	restored 15yrs, sotred from 2012	A-B	16,240	H&H, 14/10/15
1937	Riley saloon	not clear what model	B	10,185	Anglia, 7/11/15
1929	Rolls-Royce 20 saloon	2-dr close coupled Weman by F&Webb	B	37,400	DVCA, 15/10/15
1935	Rolls-Royce 20/25 saloon	Hooper sp't sal	A	38,500	DVCA, 15/10/15
1956	Rolls-Royce Silver Cloud 1	RHD, SS saloon, recent £35k fettle	A-B	22,400	H&H, 14/10/15
1975	Rolls-Royce Silver Shadow 1	re-paint/interior refurb 2006	B	3,520	DVCA, 15/10/15
1979	Rolls-Royce Silver Shadow 2	bare-metal re-spray 2012, LPG	A-B	12,210	Barons, 27/10/15
1986	Rolls-Royce Silver Spirit	much history, low mileage but not stated	B	6,270	Barons, 27/10/15
1978	Rolls-Royce Silver Wraith 2	fresh MoT, no advisories	B	11,760	H&H, 14/10/15
1928	Rover 10/25 Riviera	cabriolet, unused some time	B-C	9,870	Anglia, 7/11/15
1997	Rover 114 cabriolet	4850mls	A	3,150	Anglia, 7/11/15
1990	Rover Metro C	39,000mls	A-B	820	Anglia, 7/11/15
1975	Rover P6 2200 SC	auto, MoT, no advisories	B	1,600	Anglia, 7/11/15
1974	Rover P6 3500	£1500 recent spend, MoT	B	4,515	Anglia, 7/11/15
1981	Saab 99 Turbo	recent restoration	B	3,150	Anglia, 7/11/15
1935	Singer 9 Le Mans	4-st tourer, needs recom, believed 9	B-C	24,675	Anglia, 7/11/15
1933	Singer 9 Sports	4-str, recent engine o/haul + gear box	A-B	19,124	H&H, 14/10/15
1955	Singer SM Roadster	restored	A-B	13,650	Anglia, 7/11/15
1992	Subaru 284 pick-up	4wd, one owner, 40k mls	A	9,187	Anglia, 7/11/15
1996	Subaru Impreza WRC 97	ch:001, Prodreive restored to original	A	173,600	H&H, 14/10/15
1996	Tiger Super Six	recent refurb upgrade on later R6 chassis	A-B	10,080	H&H, 14/10/15
1987	Toyota MR2	113,800mls	B	2,000	Anglia, 7/11/15
1986	Toyota Supra 3.0i	auto	B	2,625	Anglia, 7/11/15
1976	Triumph 2500TC saloon	o/d	A-B	4,725	Anglia, 7/11/15
1938	Triumph Dolomite roadster	Straight 8 "evocation" by Rob Green	A	89,600	H&H, 14/10/15
1969	Triumph Herald convertible	much recent refurb	B	3,465	Anglia, 7/11/15
1967	Triumph Spitfire Mk3	£10k+ resto 2014	A	7,140	Anglia, 7/11/15
1964	Triumph Spitfire	project, runs & drives	B-C	1,450	Anglia, 7/11/15
1977	Triumph Spitfire 1500	hard-top, benefit further reocommision	B-C	1,650	DVCA, 15/10/15
1982	Triumph Spitfire 1500	one owner form 1994	A-B	3,150	Anglia, 7/11/15
1967	Triumph Spitfire Mk3	MoT, but has needs	B-C	1,450	Anglia, 7/11/15
1967	Triumph Spitfire Mk3	restored 1990 & 2008, steel h-top	A-B	5,460	Anglia, 7/11/15
1973	Triumph Stag	MoT	B-C	3,675	Anglia, 7/11/15
1973	Triumph Stag	man, no h-top	B	8,400	Anglia, 7/11/15
1974	Triumph Stag	auto, s/h tops	B	4,095	Anglia, 7/11/15
1976	Triumph Stag	o/d, £26k resto 1991, h-top	A-B	18,480	H&H, 14/10/15
1977	Triumph Stag	o/d, 71,000mls, no h-top	A-B	7,350	Anglia, 7/11/15
1962	Triumph TR4	unusually converted from R-LHD	B	12,600	Anglia, 7/11/15
1963	Triumph TR4	L-R, ex-US 1990, recent body-off resto	A-B	22,120	H&H, 14/10/15
1965	Triumph TR4A	ex-US early '90s, L-RHD	A-B	15,015	Anglia, 7/11/15
1964	Triumph Vitesse saloon	1600	B	3,045	Anglia, 7/11/15
1960	Turner Mk2	fresh from 18-month resto	A	15,400	H&H, 14/10/15
1992	TVR S3 V8	one of 49 survivors	A-B	11,110	Barons, 27/10/15
1970	Vanden Plas Princess 1300	man, last MoT 2012	C	700	Anglia, 7/11/15
1974	Vanden Plas Princess 1300	barn-find	C	200	Anglia, 7/11/15
1987	Vauxhall Cavalier SRi 130	48k mls, just recommissioned	A	7,665	Anglia, 7/11/15
1980	Vauxhall Royale	auto	B	1,450	Anglia, 7/11/15
1970	Volkswagen Beetle 1300 saloon	RHD, mild custom	B	3,255	Anglia, 7/11/15
2007	Volkswagen EOS convertible	FSI	A-B	3,410	Barons, 27/10/15
1981	Volkswagen Golf GTi	for light resto	B-C	2,730	Anglia, 7/11/15
1983	Volkswagen Golf Gti	Campaign, repaired Cat C	A-B	3,850	Barons, 27/10/15
1996	Volkswagen Golf GTi	48,500mls	A-B	2,835	Anglia, 7/11/15
1984	Volkswagen Golf GTi cabriolet	MoT	B-C	1,050	Anglia, 7/11/15
1971	Volkswagen T2 Combi	LHD, ex-US, mostly sound, project	C	6,300	Anglia, 7/11/15
1989	Volkswagen T25	crew-cab pick-up	B-C	1,000	Anglia, 7/11/15
1966	Volkswagen Type 2 camper	RHD, restored/ugraded 2010, 2-litre	A-B	39,760	H&H, 14/10/15
1988	Volvo 240 GLT saloon	auot, 95,000mls	A-B	1,300	Anglia, 7/11/15
1991	Volvo 480ES	one owner to 2015, 36,800mls	A-B	1,000	Anglia, 7/11/15
1996	Volvo 850 T5R estate	151,000mls	B	3,045	Anglia, 7/11/15
1967	Volvo P1800S	three owners	B	15,120	H&H, 14/10/15
1964	Wolseley 1500	MoT	B	1,500	Anglia, 7/11/15
1964	Wolseley 1500	MoT, column change	B	1,500	Anglia, 7/11/15
1969	Wolseley 16/60	restored date unstated	B	2,625	Anglia, 7/11/15
1954	Wolseley 4/44	MoT, but tender in spots	B-C	1,500	Anglia, 7/11/15
1965	Wolseley Hornet Mk2	four owners	A-B	4,725	Anglia, 7/11/15

NUMBER OF CARS SOLD: 362 TOTAL VALUE OF CARS SOLD: £18,220,803

H&H, Imperial War Museum, Duxford, Cambs, 14 October

DVCA, Athelhampton House, Dorset, 15 October

Silverstone Auctions, The Porsche Sale, Silverstone, Northants, 25 October

Barons, Sandown Park, Esher, Surrey, 27 October

Anglia Car Auctions, King's Lynn, Norfolk, 7 November

Prices shown include the buyer's premium, but not the VAT, which is levied on the premium only.

BUYER'S PREMIUMS: H&H, 12% with a minimum of £150; DVCA, 10% with a minimum of £100; Silverstone, 12.5%; Barons, 10% with a minimum of £150; Anglia, 5% with a minimum of £100.

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CM01.16/H15/e

Cold Cures

So here's our hot tips to ensure your classic doesn't lose the cold war!



CLEAN LIVING

Putting a dirty car away should be avoided even though you may not want to use it until spring. Old dirt and grime left on the body and the interior causes problems. A wash and polish is okay but we don't advocate cutting the old paint back because that faded old layer acts as a protective shield but we'd always leave a smear of wax (or WD-40) on the chrome surfaces.

INSIDER INFO

Hoover the interior out and clean off stains or grime on the trim – it will only get worse over the winter. Remove the carpets and sound deadening insulation and store them in your house if that is possible. Close all the windows and air vents, but open up regularly to allow air to circulate and ward off for mildew damage.

LUBE LORE

Some experts advocate changing the engine oil because the old lube may contain harmful acids that can result in internal corrosion over the layup. Dedicated storage oils are available (try Millers, Penrite and Morris Lubricants) which give off a mist to protect the inner workings. Change the oil and filter before you use the car next season.

STICKY WICKET

The biggest worry when laying a vehicle up has to be bits seizing up. The ideal solution is to drive it regularly but if that's not possible get out the grease gun and WD-40 and lubricate all the moving parts you can think of – even door hinges and locks! Brakes, especially handbrakes will stick on so, if possible, chock wheels and leave it off. Clutch plates rust on to the flywheel; trick here is to wedge a broom handle against the pedal so it separates the two permanently. If an engine isn't run the piston rings can stick in the bore and possibly break upon your spring-time startup.

Ideally, turn the engine over by hand once a month. You can pour an egg cupful of 'Upper Cylinder Lubricant' in each bore through the plug holes but remember it's there...

APRIL FUEL

Petrol goes off and you may hit problems come next spring if you don't do anything about it. You can drain it, naturally, but an empty tank attracts condensation leading to the prospect of internal rust and gummed up fuel lines. On the other hand a tankful of fuel is a big fire risk! A compromise is to leave the tank half full, and to add a gallon or two of the fresh stuff when required.



Not a bouncy castle but tailored air bubble which houses vehicle, both in or outdoors



Don't leave battery in situ over winter; if poss remove and regularly charge it



A good clean up before storing is advisable and treat chrome to polish and WD-40 spray



Exposed components are worth spraying to keep surface corrosion at bay even in garage

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A regular run does it and you a power of good...


Invest in a proper car cover; pvc may not be good enough

You can also buy specialised products to prevent tank corrosion; try Sta-Bil www.sta-bil.co.uk.

LET US SPRAY

Good old WD40 (or similar) should be liberally sprayed around the engine bay to prevent surface rust forming on the carbs, throttle linkages, battery terminals and so on.

ASSAULT ON BATTERIES

Don't leave the battery just sitting there in the car. Lack of use will lead to a premature failure. As well as posing a fire risk. The best solution is to, remove it and charge at home regularly. If this is not feasible, then at the very least disconnect the box of spares to prevent the chance of an electrical fire.

OUT OF SIGHT...

No matter if it's just down your garden or a couple of miles away in a lock up, you should pay regular visits to your classic. If possible, push it out of the garage; this ensures the brakes are kept free plus reduces risk of the tyres (which should be slightly over-inflated) forming flat spots. Turn the steering as you're doing this.

RUINED RESTORATION

Don't get the impression that just because your classic isn't roadworthy or is just a box of bits that you needn't worry this winter. Many a project has been spoiled and even ruined by not preserving either the car or its parts (which may be dismantled), undoing any previous good work.


Don't leave it until spring (top) as it will get worse. Treat hood frame so it doesn't rust, work regularly

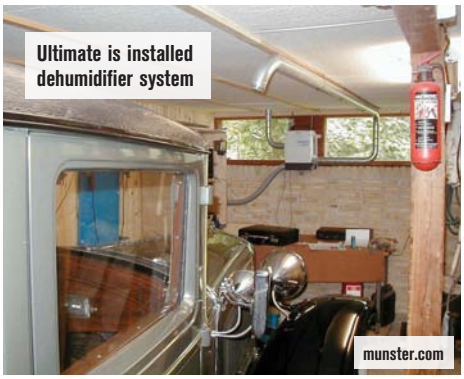


MORE THAN JUST A LOT OF HOT AIR?

Believe it or not, your car is safer – corrosion-wise, anyway – left out in the open to the elements than stored in a cold damp garage. Why? Condensation, of course. Air contains moisture and when it reaches what's known as 'dew point' it will settle on any object, like your car which is why the bodywork can remain wet in a supposedly dry but unventilated garage! The answer is to buy a dehumidifier, which works in the opposite way a fridge does and sucks moisture out of the air, and placing 'trap' you have to periodically empty. They cost from as little as £100 and 3p per hour in electric charges.

ARE YOU COVERED?

A garage rarely provides all the protection you need to ward of winter woes and covering the bodywork to insure it against damage is a wise policy. Don't use pvc sheeting as it encourages the body to sweat. Invest in one of the numerous car covers which start from £50 or less; some of the more expensive types are specifically designed for certain classics. There are indoor and outdoor types although the ultimate has to be an air bubble which seals the vehicle away from the outside environment such as Carcoon, Airflow, Cair-O-Port and Permabag. Certain models are also okay for outside use on your drive so there's no excuse to leaving your classic unprotected this winter.

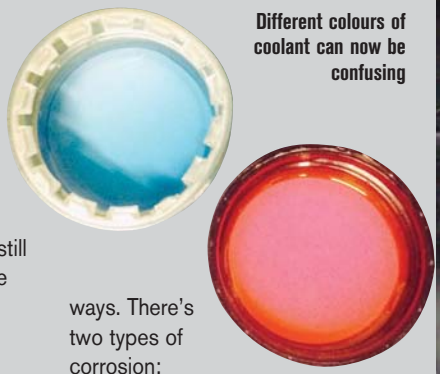

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A typical stand-alone, low cost dehumidifier

Don't leave your classic uncovered insurance-wise either – what happens if there's an accident, fire or theft when stored, for instance? Most classic car insurers can provide short term or storage cover. Remember that if the road tax runs out (even if 'tax free'), you must inform the DVLA and register the car as SORN.

COLOUR BLINDNESS

Get it wrong with anti-freeze and you may ruin your engine with kindness



Different colours of coolant can now be confusing

Anti-freeze is no longer the universal freeze-fighter it used to be as the days of a one brew to suit all engines are over. Use the wrong type and you can do more harm than good this winter. And don't think that you can still go by the colour of it anymore either because you can't.

There's three types of modern anti-freeze: A silicate product, an OAT product – with three performance (G) grades – and, latterly, an OAT/ silicate hybrid. There's also the normal ethylene glycol-based 'old school' formulations which carry the minimum BS6580 industry standard that many classics, thankfully, still happily rely and survive on.

THE DIFFERENCES

Today's brews do the same job which is to stop the coolant from freezing up, but the different additives they contain combat internal corrosion in specific ways. There's two types of corrosion; chemical and physical. The former is the usual brown rusting appearance, the second is the more serious erosion of the metallic surfaces. It's a bit technical, but in layman's terms, Silicate coats all surfaces similarly where as Organic Acid Technology is more selective and provides thinner protective layers that anti-freeze formulators say is more 'stable' in use.



Anti-freeze works all year round and should always be in the cooling system

The good news is that universal colourless anti-freezes suitable for mixing to all types are available, Bluecol Universal being one, and takes the worry away when topping up. If in doubt what to use, consult the likes of Comma (it has a website to guide you on anti-freeze) or Halfords (whose CRI Customer Reference Lists at stores have recommendations) or a marque specialist.

Don't use an advanced anti-freeze if it isn't needed as it won't protect the engine any better, say anti-freeze makers.



Professional anti-freeze tester but you can buy inexpensive DIY types for just a few pounds

CHANGE IT

You can choose a concentrate, which requires mixing with water, or a ready-mixed type. The latter is more convenient and produced using de-ionised water which goes some way to offsetting its higher price; typically a 5L ready mixed anti-freeze costs around £18. If you're mixing your own, tap water normally suffices, but it depends on where you live as in some areas, the water contains an excessive amount of chalk.

But you may not need to replace your existing anti-freeze this year. If it looks a good solid colour and not murky that's a pretty reliable sign. A cheap anti-freeze tester (about £2 from most accessory shops or Halfords) checks the strength of the mix.

A zero cost alternative is to put a sample of coolant in your freezer overnight! Typically, you're looking for protection down to -25C minimum to be safe which is a 40-50 per cent mix which should be left in all year as anti-freeze is also a valuable summer coolant.

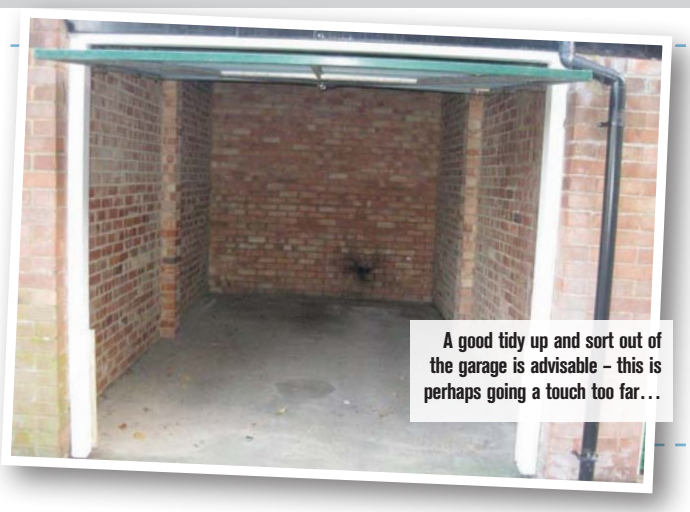
Check all the hoses, joints etc, looking for cracks, splits or tell-tales of leaking before you start as anti-freeze always highlights any leaks.



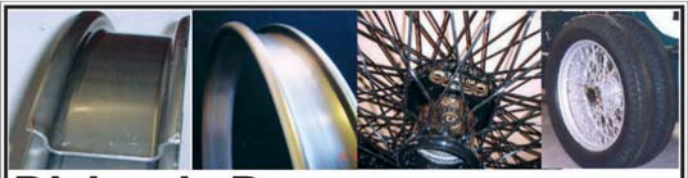
Always read the spec first before using; is it suitable?

SLEEP EASY WITH YOUR CLASSIC IN A SAFE AND SOUND GARAGE

Before you fettle your classic ready for a winter lay up, don't overlook its sleeping quarters. Have a good clear out and tidy up, securing anything that could fall on the car – like those overloaded shelves, perhaps? Make the garage as warm and dry as possible by laying old carpet down. Attend to that leaky roof and block up any major draughts although some 'through-flow' of fresh air is always advisable. You can buy tailor-made car covers and these are far preferable to cheap plain pvc sheeting as this doesn't 'breathe' causing the metal bodywork to 'sweat' and ultimately lead to microscopic blistering of the paint.



A good tidy up and sort out of the garage is advisable – this is perhaps going a touch too far…



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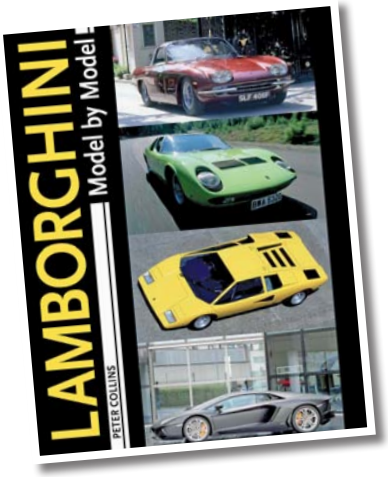
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Top GEAR

We report on the latest products and things for all your classic motoring needs



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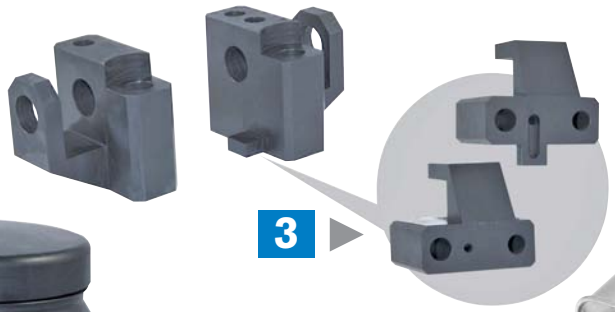


5



2





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4

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2 EURAX

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3 CAMBRIDGE MOTORSPORT

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4 MINI SPARES

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5 GLIPTONE

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7



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10



6 VELOCE

The Ultimate Mini Restoration Manual

£40

Another Mini mention for this month, this time a major look at how to choose, restore, paint, trim, overhaul, update, upgrade, overpower and have fun with a classic Mini using a few new tricks. In 176pp and 501 photos, this restoration manual covers the resurrection of a crumbling shell, options for Japanese engines, interior upgrades, how to save money on major body restoration and how to exorcise the ghost of Joseph Lucas! Just about everything for the serious Mini enthusiast then.

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7 PASSION AUTO FRANCE

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8 FIDANZA

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9 EVRO PUBLISHING

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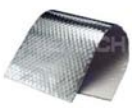
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MOD&MEND

Do you drive this great classic or are thinking of buying one? Here's how to ensure that you get the best out of your car for years to come

The SD1 Rover has a lot going for it as a prestige or sporting classic, not least excellent value for money. Less complex than the old P6 3500 in design, this means that the SD1 is easier to maintain at home while spares supply remains remarkably good. This article covers all models apart from the 2.4TD.



1 ENGINE OUTPUT

MOD

Performance tuning depends upon the unit; the well proven V8 is naturally the best and 250-300+bhp is on the cards from a wide variety of ways and sources (converting to Vitesse spec for instance) but there's scant interest in the six-cylinder 2.3 and 2.6 engines although cylinder head modifications are straightforward; same applies to the 2-litre O-Series engine so you're very much on your own – or convert to V8, of course.



MEND

The straight sixes were loosely based upon the old Triumph straight six although virtually no parts are common. The O-Series was also used in the Ital and Princess while the V8 is one of the most universally used engines around although subtle changes over the decades means that not all parts are interchangeable. 2.4TDs are very rare and dear to repair, so as with the Range Rover, a possible conversion is to use a Mazda unit. Speak to Bluebird Engineering.

2 BOTTOM END

MOD

The V8 was usefully stretched since the 1980s and you can have 3.9, 4.2 and 4.6-litres (Range Rover), largest the V8 has been taken out to is a fat 5.2-litres but it is a costly exercise although can yield 400+bhp and 350lbft of torque. If the engine is stripped down it's worthwhile having the unit balanced as V8s do vary in tolerances. And have up to 6lbs shaved off the flywheel as it improves throttle response. If converting a 2300 to 2.6, use the entire engine if possible.



MEND

Apart from the four-cylinder cars, regular oil changes are considered essential to prevent sludging which will ultimately ruin the camshaft and the rocker gear. Watch it when using the larger V8 blocks as the 4.2 and 4.6 units can prove porous plus they are known to crack. A second-hand block will typically set you back in the region of £500 and five times this for a reconditioned full engine from the likes of Rimmer Bros or Turner Engineering.

3 ENGINE 2300/2600

MOD

123bhp and 136bhp respectively, lower gearing on 2600 made it feel as lively as V8. No tuning parts are available but you can fit a sports air filter along with electronic ignition tuned on a rolling road before attacking the cylinder head or having an exhaust made up (try Quicksilver). There's minimal stretch from the 2.3 and 2.6 blocks; up to 40thou on later but only 20thou on 2.3 (Rimmer Bros).



MEND

Much derided. Of Dolomite Sprint design, gummed camshaft oil feed non return valves caused most troubles, Rimmers used to sell two types of 'driver warning aids' but are unavailable now although crop up on eBay. Cam carriers a problem. Oil pressure should be around 50 psi at 2500 revs. Cambelts need changing or else! O Series 2.0-litre is more robust (Rimmers sells a stainless manifold for it) but most fit the V8, sometimes half-heartedly.

4 TRANSMISSION

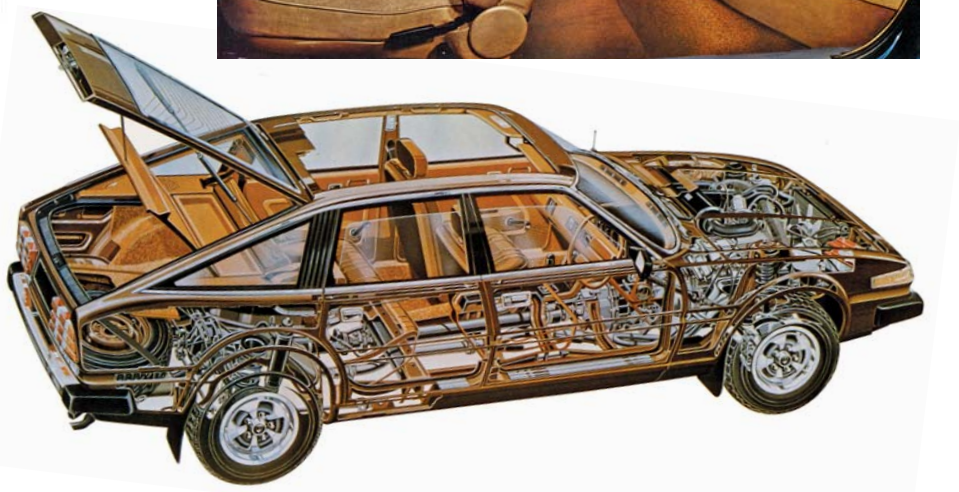
MOD

V8s always had a five-speed gearbox (LT77, as did most 2600 with it optional on early 2.3s. This common unit is also used by Jaguar and Land Rover and a simple fit on all models. The 'box boasted a slightly taller 5th gear from 1981 while the ratio fitted to the 2.4TD is taller still so if you're buying a second-hand unit it's best to identify it first. Like-wise the automatic gearbox changed in 1983. A variety of axles ratios are available.

MEND

The internals LT 77 box changed over the years and many parts are not interchangeable warns SD1 experts Rimmer Bros so you need to know its exact year. From around 1980 Rover recommended using ATF fluid instead of gear oil to aid selection or you can now use a modern synthetic. Vitesse unit was taxed and can wear the most with synchros failing plus the gearbox is known to seep oil and fail in fourth. Automatics generally durable if serviced right.





5 SUSPENSION

MOD

An orthodox set up but SD1 did well in racing so there's good potential. Start by harder damping along with suitable polybushing. Rimmer Bros markets standard or uprated kits to suit. A 30mm ride drop takes it to Vitesse spec but it can go to 60mm easily. Note: Vitesse kits differ. Original Boge Nivomat self-levelling rear suspension is usually ditched once it fails due to cost of repairs; SD1 Owners Club can source new ZF self-levelling shox but it's around £700 a pair.



MEND

If you are ditching the Nivomat set up, you can't just replace with normal dampers without changing rear springs to suit (either as a new kit or by using 2000/2300 components) as they are now too soft; some SD1 experts further recommend replacing the fronts as well. Vitesse springs are 20 per cent stiffer and lower but VDP models retains standard ride right. Multitude of bushes wear out and this includes the Watts linkage; don't overlook.

6 BRAKES

MOD

The SD1's brakes are drum at the rear, even the hotter cars, including Vitesse. Rimmers markets a range of upgrade ranging from simple uprated EBC Greenstuff pads to four-pot conversion kits which differ from Vitesse/VDP by being a single not twin pipe design. There's also Goodridge braided pipes for a better pedal feel. You can fit brakes from later more upmarket models; XJ6/ XJ-S ones are better than Vitesse but ensure you have all the right parts.



MEND

It's an orthodox set up and as a result has few foibles to worry over if maintained regularly although the self-adjusting drums do have a habit of seizing. Later Rover 800 rear disc and calliper set up is said to fit and so can Range Rover using 800 callipers with some modifying although then you may experience brake balance problems so take care. Speak to a TR7 specialist for advice or consult the numerous websites as quite a few people have done swap.



"Interest in SD1s has gained enormously over the past couple of years"

7 REAR AXLE & WHEELS

MOD

The live rear axle was also found on the TR7 (5-speed) albeit modified so there's a good range of ratios for performance or touring, ranging from 3.9 to an ultra tall 2.8 along with a Quaife limited slip differential (Rimmers) although new 3.9 axles are no longer available. There's a wide array of alternative rims that can be used such as Jensen Interceptor, BMW, plus an assortment of American types – check out the SD1 Forum or club for best advice.



MEND

Rear axle is generally fairly durable although some noise isn't unusual as miles mount up, especially Vitesse, apparently. Remember, if you change the axle ratio then the speedo reading could well be out – use speedo head of donor car if possible. New and reconditioned axles are available from Rimmer Bros. If fitting alien rims ensure they fit properly; Jaguar ones look like they fit ok but they don't sit right, for instance.

8 TRIM & ELECTRICS

MOD

These were areas which let the SD1 down and only the best cars will have an inviting interior but again, Rimmer Bros has a good supply of trim and electrics. So long as you find the right complete car, posher Vitesse and VDP interiors can be fitted. If that ugly steering pad annoys then Rimmer Bros has a range of period sports steering wheels.



MEND

Cabins are typical 70's BL which means poor standards. The original pod style instrument block warp and tear, the seat trim falls to pieces and the switchgear gets tired although much of it was also used on other BL cars such as the Montego etc. New trim isn't available, however Rimmer has a selection of used leather trim kits – or personalise. Headlinings droop just like Jag ones do!

9 BODY & CHASSIS

MOD



Parts supply is pretty good from Rimmer Bros, largely thanks to the SD1 marketed in India. Even brand new bodyshells were at one point available but, lacking a sunroof, most were used in racing. SD1 Owners Club says the later the car then the better; post 1982 cars used a different bonnet, post 1984 modified wings. Rimmer Bros sells genuine factory panelwork but certain flitch repair plates are obsolete.

MEND

Lowly values mean many cars will have been bodged over the decades. Suspension towers are suspect along with bulkheads (especially the one between bumper and bonnet on S1s) and the floorpan, especially around the Watts linkage and trailing arms. Blocked sunroof drainholes lead to the sunroof housing rotting and bonded windscreens are well known leakers (a wet glovebox is the usual clue). That Ferrari-like nose take a hit as do wheelarches. Sills not too bad but stainless bumpers on early SD1s prone to damage.

AND ANOTHER THING...



Interest in the SD1 has gained enormously over the past couple of years. Rimmer Bros is the SD1's saviour and apart from offering excellent parts availability frequently has clearance sales so keep an eye on the company's website – and get ahold of the company's excellent SD1 Parts & Accessories Catalogue. The SD1 Owners' Club is well worth joining for help and advice, it has some 400 members and costs just £27 a year; www.roversd1club.net.

It's commonly regarded that the straight six 2.3/2.6 is a clever revision of the old Standard Triumph unit, and BL certainly played with fitting the overhead cam 2.6 unit in a 2000 saloon for installation and development tests, so, as a result, it is feasible that the TR6 block will fit in an SD1 but the later block is larger. In India, the Standard 2000 (better known as 'Stranded') used an engine based upon TR4 block. So with lateral thinking another Triumph unit can be utilised?

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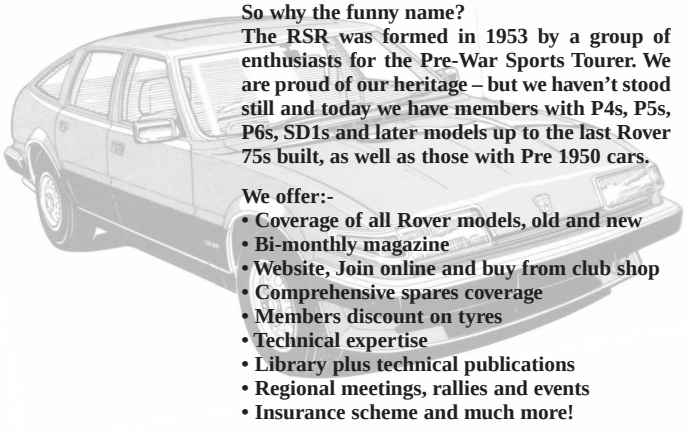
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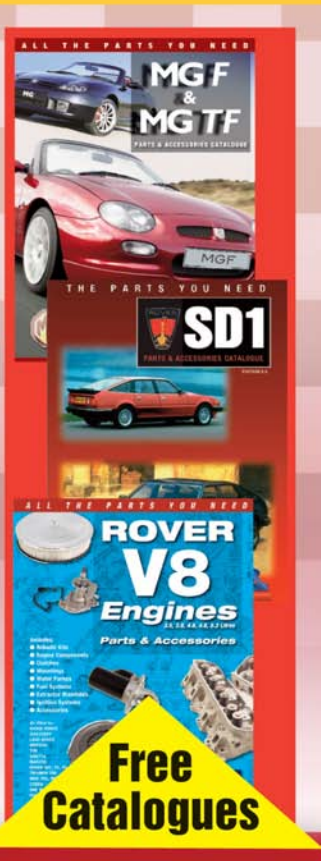
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Go with Vitesse

'Young' Robert Couldwell goes back to his youth with a tuned Triumph rag top

CAR: Triumph Vitesse Convertible **YEAR:** 1969 **OWNER:** Robert Couldwell

Having sold my much appreciated and admired Jaguar XK150, withdrawal symptoms quickly set in. The Alvis TC21 DHC that I thought was lined up had been sold by the owner, reneging on our agreement that I would have first refusal!

I did seriously consider the ex-Douglas Bader TC21 DHC residing in Northern Ireland and while it appeared to be a beautiful example, it was black and a little too funereal for a sporting, post vintage thoroughbred I felt.

I began to realise that finding that A1 Alvis would be a long job so decided a stop-gap would be required. Way back in my early twenties, I had owned first a Triumph Vitesse 1600 and then my dream at the time, a later Mk1, 2-litre Convertible which gave me and my then girlfriend (now wife) a great deal of pleasure including an eventful trip to Italy.





VIVA VITESSE

I have always liked these big-engined Heralds for their rugged simplicity and ease of maintenance and repair – and go. Unfortunately, thanks to good old tin worm, there are few left and many of the survivors leave a lot to be desired. The benefit is they are appreciating, particularly Mk2 rag tops, especially with the highly desirable overdrive transmission.

I was buying at the right time of year – the end of summer but there were very few to choose from. I looked at one with a fast TR6 motor fitted which certainly went well but I wasn't sure whether the modification would be everybody's cup of tea when I came to sell it, once the Alvis was acquired. Having said that, it sold the next day at close to the £9000 asking price! Other reasons I didn't buy it was its very fast performance – I didn't want to be tempted to use it and lose it (the licence that is) and also its bodywork, which while rust-free and shiny had some of the usual issues including bonnet shut lines half an inch wide at the top and an eighth at the bottom. Further, there were the pair of two-inch boy racer exhausts protruding from the middle of the rear – hardly becoming of somebody my age don't you think.

My wife does not like red cars that much and unfortunately the next car was, you've guessed it, red but with some persuasion, jobs around the house, flowers and various gardening slavery, she agreed that I could go and look at it…

In the pictures it looked superb (but don't they all) with excellent panel gaps and a long list of renewed parts including the overdrive unit, differential, suspension and the fuel tank.

When I arrived, it still seemed in good nick until I got up close and saw it had received a very sloppy respray with metal let into the doors which caused them to stick out. Panel gaps on one side were fine but on the other, 'v' shaped again.



Consistent panel gaps point to a good chassis



Our man Couldwell has always been a fan of the Vitesse and is very pleased with latest one

The chap selling it was very genuine, open and friendly mind, and having worked out what I would have to spend, I was somewhat embarrassed to have to say (done by E mail) that I wouldn't want to offend him with an offer. He said he wouldn't be offended and asked me to state my figure… which was a fat £2000 less than the asking price (£7000) which had already been reduced. I felt a little guilty when he accepted as I was sure he could have achieved a better price if he had marketed the car more effectively; a lesson there for us all.

D DAY ARRIVES

I arranged to collect it meaning a journey home of about 75 miles. It started well when the rain cleared, the sun came out and the hood came down until miles later as I filtered on to the A34 and then hit a traffic jam. There I was in a car I didn't know with no oil pressure gauge, a broken temperature gauge with the ambient temperature climbing. I covered a mile in precisely one hour and fortunately came to a roundabout where I was able to swing back the way I had come and wend my way through some lovely by-roads in Berkshire, Hampshire and Sussex.

For the car, it was a bit of a baptism in fire and it didn't miss a beat, certainly showing no signs of overheating as so many oldies do.

The brakes had been fitted with EBC Green Stuff pads despite the lack of a servo, and were certainly challenging and I thought in some way defective. The car didn't seem as quick as I remembered until I happened to look at the speed reading on the Satnav which was displaying 10mph more than the speedo! I thought at the time this was a cable issue until it dawned on me one day that as the overdrive had been fitted during the car's life, the speedometer was calibrated for a non-overdrive 'box. One benefit of fitting the overdrive later is the 'diff' has a higher ratio to suit the non-overdrive gearbox, giving higher gearing.

I'm afraid, these days, I don't like to touch the oily bits so booked the old girl into my mate's garage for a general assessment. I first thoroughly cleaned the whole car and discovered I had missed some rust on the original inspection, either side of the rear boot opening.



Interior not bad, but needs a tidy up…



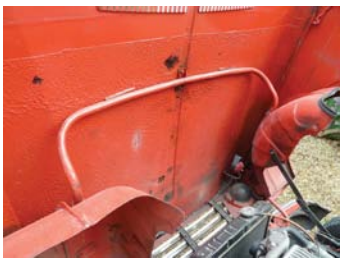
… while carpets and trim are pretty good



… assortment of scars to attend to asap



The engine goes as well as it looks…



Body pleasing on the eye, apart from…

"When Vitesse vetting I didn't want a red car or a tuned one – yet ended up with buying both!"

Fortunately Dangerous Dave at Goodwood Autos was not fazed by that and would sort it all out.

The trouble with having a mate with a garage is that his proper customers always come first which can involve delay. But after a couple of weeks he was on to it and gave it a pretty clean bill of health apart from the seized calipers which he freed up. However, I don't take chances with brakes and bought new ones from that excellent Triumph parts specialist, Rimmer Brothers. With oil and filters changed and nipples greased I got the car back for a while during Dave's holiday, leaving the rust to do plus the servo to fit as well as an alternator and oil pressure/water temperature gauge in place of the u/s water temperature gauge. It seems amazing that no oil pressure gauge was fitted originally. With new standard pads the brakes now feel right although do require a shove, pushing me to order a servo kit.

I don't like running on old tyres so one of the first things was a new set. For many years I have been a great fan of Continentals and I was particularly impressed with their life on my everyday Vectra. I was pleased that the company still makes the 155x14 covers and these were fitted and balanced by the local Kwikfit. To my surprise and embarrassment, the car wouldn't start in the service bay but four burly mechanics were on hand to give me a shove. The battery was eight years old so I thought it best to replace it and order an alternator while about it.

My wife and I had a pleasant drive to an Alvis event at Borde Hill Gardens but the car is much, noisier than I remember so I need to find another similar car to compare. In any event I will attempt to add insulation to the floors, tunnel and bulkhead. My plan is to gradually improve the car and hopefully make a turn on it when I sell perhaps in the spring when the sun comes out once more and folk yearn for a soft top…



TR6-style exhausts give boy racer impression…

Terra-ising your classic!

Why this super decoke could transform your car for the better

CAR: Nissan Almera GTi **YEAR:** 1998 **OWNER:** Alan Anderson



Regular readers may know that our project Almera GTi generally performs well but sadly runs out of breath all too easily before it even gets a sniff of the rev counter's red line. As the Nissan's performance was generally a bit below par anyway we wondered if the engine was a bit coked up. The reason that we half suspected this was because the previous owner admitted to 'driving for economy' and slipped this high revver into top gear as soon as possible.



TerraClean made our Almera a fair flier but still needs sorting to stop bogging down

A QUICK REV A DAY KEEPS THE MECHANIC AT BAY

In the main it's a fairly sound practice although rather counter-productive to do this religiously. Indeed, on many occasions, it's more economical to use a lower gear allied to a lighter throttle plus it's also easier on the engine!

An occasional race to the red line does no harm at all either…

With all this in mind, we thought we'd try out TerraClean again. We first tested this 'super decoke' on a BMW 3 Series a few years back with very good effect.

TerraClean originates from a group of 'green' Canadian physicists who, on behalf of the Canadian government, were attempting to create an emission-free internal combustion engine.

The project was canned due to costs but upon stripping a test engine, they discovered it was incredibly clean and coke-free as a result of the special fuel and so TerraClean was invented.

It's been marketed in the UK for a couple of years by Randstad Ltd, a leading automotive supplier for more than 30 years – and endorsed by Wheeler Dealers' Edd China.

Epsom Salts for engines is nothing new, but TerraClean has dragged such a practice into the 21st Century. By tapping into the engine's fuel line and running the engine on TerraClean at set revs, it removes carbon, tar and varnishes from many internal components (including fuel injectors, injection pumps, combustion chambers, valves, manifolds and oxygen sensors etc), giving increased performance and economy together with reduced emissions, it's claimed.



The fuel line is tapped into. Can prove fiddly on some engines



Wizardry at work; takes under an hour

TerraClean is said to be suitable for all types of engines, including classics, where their engines may not get hot enough, even on a run, to properly purge themselves.

Our TerraClean was carried out by Essex-based Eastwood Service Station near Southend, Tel: 01702 522165. And for specialists, it's a good business aid. A petrol machine kit costs around £2300 and it would easily pay for itself in added work generated and not to say goodwill because the vast majority of drivers will instantly feel the difference after a thorough service or tune up. The actual cleaning process takes only 40 minutes or so, although the job can be quite lengthy depending upon how easy it is to tap into the fuel line.

IT'S A QUALIFIED SUCCESS ON OUR GTI

As on our similar aged BMW 323i, the TerraClean treatment on the Almera GTi certainly did what it said on the tin (aerosols actually) but it wasn't such a total success as before because, while improved, the engine still bogs down near the rev limit. TerraClean technician Ricky, who carried out the work, believed the problem is a fuel system fault and suggested replacing the aftermarket cone air filter with the standard factor air box before looking further at the injection system.

Red line reservations apart, our Nissan's engine is a lot more responsive and zesty and the service – RRPs start at £108 (cars up to 2000cc) and go up dependent upon engine size – represents very good value and certainly worth having done if you were considering any performance tuning simply because returning the engine to 'as new as possible' standards may be all that's needed to satisfy your go-faster needs. So before you splash out on expensive tuning parts that may also affect your insurance premium, why not try to get the most out of what you've got first of all?

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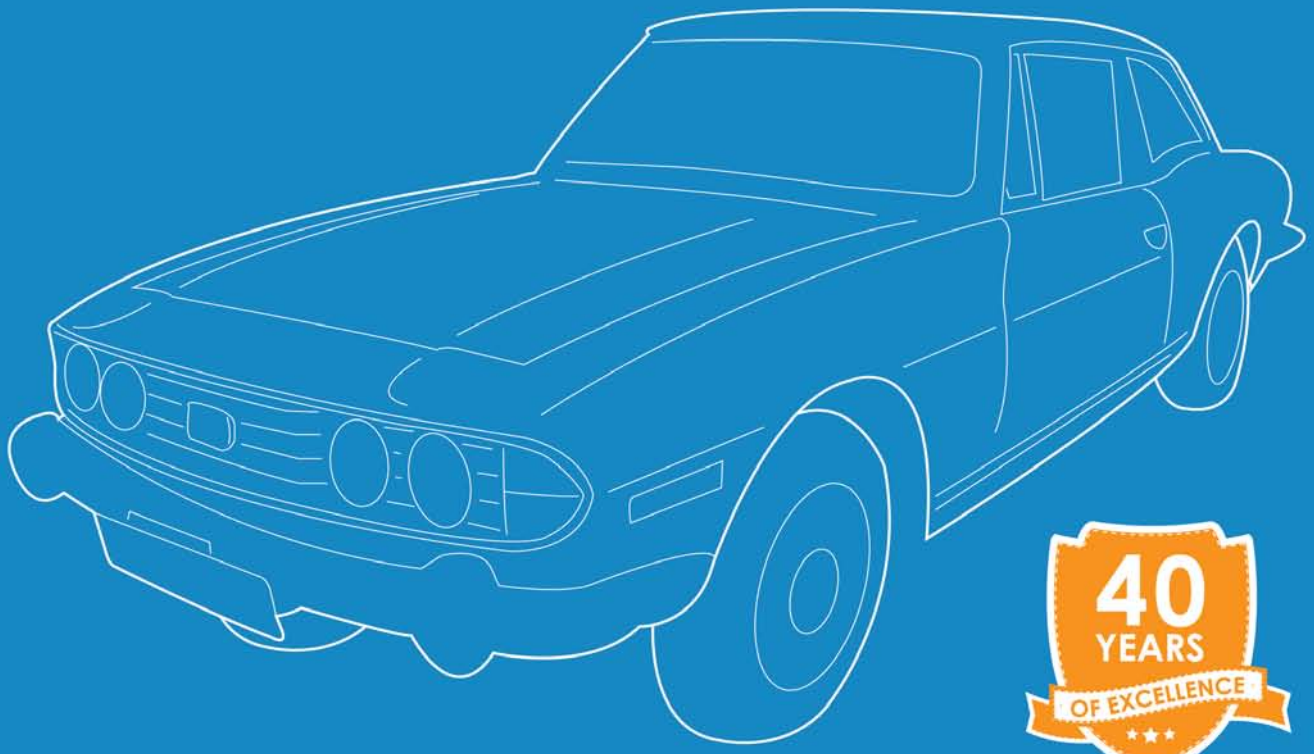
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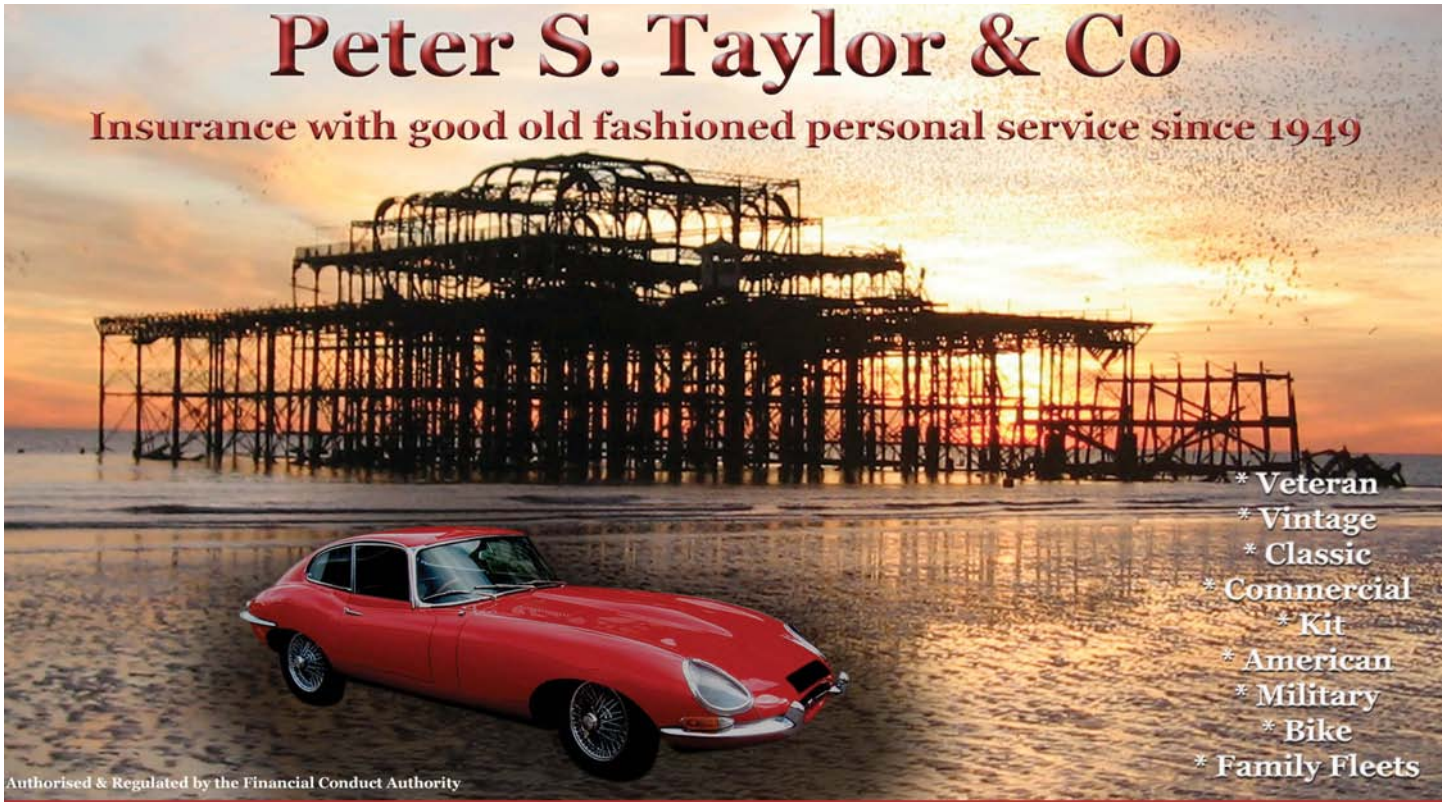
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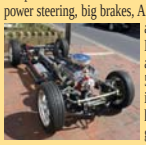
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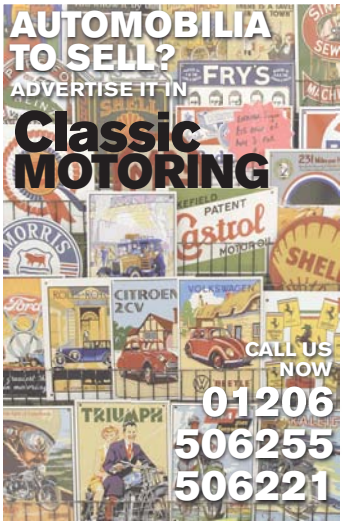
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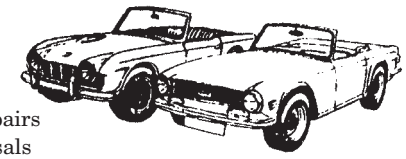


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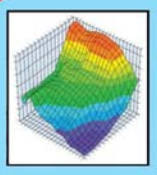
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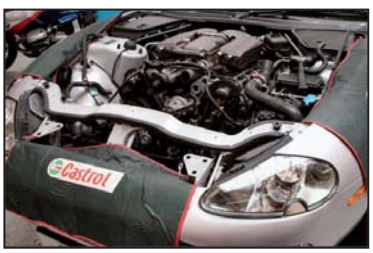
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Is modern Jag just your type?

Looked upon as the Mk2 reborn the 1990's S-Type make great daily drivers

IS THE 'NEW' JAGUAR S-TYPE A CLASSIC?

A difficult one this as there are so many around since the launch almost 20 years ago. Apart from the sensational S-Type R sports saloon, there's little classic credentials in the range as of yet although they are excellent value and a fine daily driver – if you buy a good one, that is.

IS IT REALLY A YANK TANK UNDERNEATH?

Afraid so. As Jaguar had nothing new in the locker, parent Ford saddled Browns Lane with an American Lincoln platform, albeit heavily revised by Jaguar, and told the engineers to get on with it. Similarly, the S-Type was powered by up-gunned Ford Mondeo V6 power units but at least it had the option of Jag's own V8, first seen in the XK8 and XJ 300 saloon a couple of years earlier.

DRIVES LIKE A JAG?

Yes and no. The S-Type justifiably wears a Jag badge although the original models fell somewhat short of the BMW 5 Series and Mercedes E-Class. Having said that, a good one performs well enough with fun rear-wheel drive handling and decent performance from the V6 and V8 power units.

Best of all, they feel like a proper Jag to travel in with that sense of occasion and – at long last – the manual transmission cars possess a great gear change!

WHAT ARE THE BEST BUYS OUT THERE?

If you can, opt for a 2002 revamp as they are like chalk and cheese being immensely superior in all departments, but particularly the handling thanks to a heavily revised front suspension.

These later S-Types also brought forth a wider engine range, such as a sweet and surprisingly swift smaller 2.5 V6 and, at the other end of the scale, the 400bhp S-Type R.

Generally, the later the car, the better the S-Type became and last of the line models are very pleasing performance cars while economy is good across the range although watch the VED charges on post-2005 registration cars as the V8s will cost £505 to keep street legal!



"The S-Type can justifiably wear the famous Jaguar badge"



At launch there was just the Base (cloth trim) and SE trims but this was bolstered by the de-chromed Sport, Spirit and XS. If you prefer to cog-swap yourself bear in mind that all V8s, even the R, are automatics only but with that special 'J-gate' selector design, it's almost like using a manual.

SO WHAT MODEL WOULD YOU GO FOR?

Without question it's the post 2002 cars unless you find an earlier model that's either especially good or particularly dirt cheap as they show what the S-Type should have been from the outset – not just dynamically but quality-wise, too. The V6s have more than adequate with their pace and okay on fuel but if the latter is especially important then the 2.7TD (as also used in the Range Rover Sport) is the one to have, despite its rather narrow power band. However, there's one S-type that's already a modern classic...

THE S-TYPE R, RIGHT?

You've got it! Despite being an auto only, this 400bhp sports saloon is the modern 'Coombs Mk2' personified. The S-Type R looks great, goes like stink, handles delightfully and you can buy one for as little as five grand and it's hard to think of a modern classic that deserves the title better. Perhaps it's not as rounded as a BMW M5 but there's little in it and the Coventry car is rarer, classier.

SO HOW MUCH SHOULD I SPLASH OUT ON ONE?

Good ten year old cars can be had for around £2000 on the forecourts and around £1500 in the classifieds and auctions, while the originals, first introduced in 1998, can sell for banger money. Dealer price guide Glass's Guide lists the R from £5300 (54-plate) to just under seven eight for a (57 reg) which represents outstanding value, especially as this variant has 'future classic' written all over it.

WHAT'S THE CATCH?

Not a lot really although be wary of really cheap cars as they may be mangy cats – the oldest ones are two decades old after all. Body rust can be an issue on old and neglected S-Types but chiefly the biggest concerns major on the electronics starting with leaky boot seals that allow rain water to creep in and flood the boot where the



battery and a battery of electronics reside! Check that everything works: central locking, seats, window lifters as they can play up; the alarms in particular. Another item to watch for is the electronic handbrake which requires special tools.

Original cars not that well built and switchgear can play up on all cars but being Ford-based it's one of the Jaguar's easiest fixes.

WHAT ABOUT THE OILY BITS, ARE THEY OK?

Given that the S-Type is so cheap, it's probably best to buy one from a dealer and ideally from a specialist (and many well known ones are now tackling modern Jags) offering the backing of a warranty as a disappointing catalogue of ailments are pretty well known. The diesel is pretty well trustworthy if serviced properly but a rough running under power may suggest that the dual mass flywheel has been replaced with a solid replacement. Oh, and if the diesel's DPF (Dual Particulate Filter) is clogged it could mean a £1000 repair bill... On all, check the automatic gearbox (Ford and ZF designs according to engine) does what it ought to as they play up.

IS THE V8 CURED NOW?

If you are inferring to the V8's bore wear then yes; problem cars have been fixed (prior to number 000818-1043 if that's of help) and there's a special test specialists know of. You can't have that luxury due to the tools needed but on start up listen for a 'chuffing' noise. The other fault was timing gear failure. It's a £1000 fix using later, stronger 4.2-litre parts.

A FAIR BIT TO WATCH FOR, THEN?

Yes but that's really the worst case scenario and the later the car, the better they became and also why you should be wary of cheap high mileage buys, especially the S-Type R because many will have been thrashed to an inch of their lives! One good spot-check is to see what tyres are now fitted; if they are cheap rubber or an assortment then you can bet your life that the rest of the car has not had the care these cats demand to keep them purring contentedly.

I BEST KEEP AN EYE OUT FOR A GOOD ONE

Good idea because, as we said earlier, while not a classic (S-Type R excepted) S-Types make great neo classics to smoke around in as a daily while your 'proper' old school S-type or Mk2 is nice and warmly wrapped up over the winter. You'll certainly appreciate the later car's modern conveniences such as heated seats, air conditioning, ABS and traction control over the coming months...







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